AUTO EXPRESS

16-22 JULY 2025 | NO.1,891 | £4.50

NEW SPORTAGE DRIVEN

On the road in Kia's Qashqai rival

MG TARGETS TESLA

OFFICIAL IM5 and IM6 aim to topple Model 3 and Model Y in premium EV offensive

MG IM6
MG IM5

PLUS FULL GOODWOOD SHOW REPORT

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MAZDA'S NEW CX-5

Driver's choice sticks with petrol power

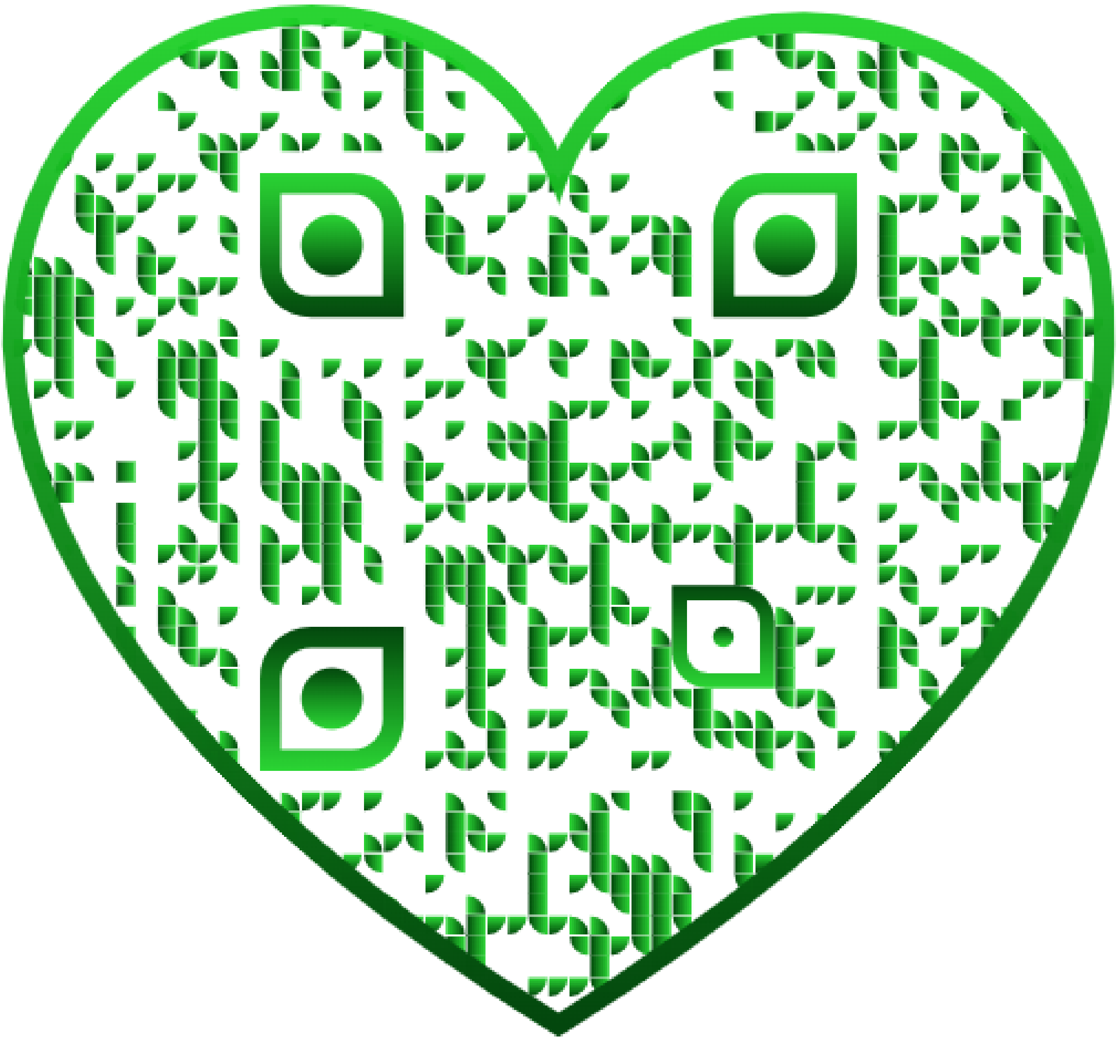
BMW BATTLES LOTUS

Heavyweight luxury SUVs head-to-head

FAST BRANDS #5 INSIDE TOYOTA GR HQ

How racing is shaping brand's fast future

DRIVEN RENAULT 4 ● NEW QASHQAI e-POWER ● MAZDA 6e



LEXUS
NX
LEXUS NX PLUG-IN HYBRID
EXPERIENCE AMAZING BEFORE YOU ARRIVE

Model shown is MY25 NX 450h+ Fuel economy: Mpg (l/100km) (weighted combined): 282.4 (1) to 256.8 (1.1). Electric energy consumption (weighted combined): 2.5 to 2.3 miles/kWh. CO_2 emissions (weighted): 22 to 26 g/km. Equivalent all-electric range: 45.9 to 42.5 miles. Plug-in hybrid vehicle requiring mains electricity for charging. Figures obtained using a combination of battery power and fuel and only for comparison purposes. Only compare figures with other similar cars tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon several factors. UK specifications may vary

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Model shown Abarth 600e Scorpionissima

Fuel economy and CO_2 results for the Abarth 600e Scorpionissima 207kW (280PS). Mpg (l/100km): N/A. CO_2 emissions: 0g/km. Electric range up to 207 miles (WLTP).

The range and electric consumption figures mentioned comply with the WLTP test procedure, on the basis of which new vehicles are type approved from 1 September 2018. They may vary depending on actual conditions of use and on different factors such as: vehicle load, accessories fitted (post registration), speed, thermal comfort on board the vehicle, driving style and outside temperature. The charging time depends in particular on the power of the charger on board. Visit your local Abarth Retailer for further information.

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Subscription prices
UK: £145.00 **Europe:** £240.00 **ROW:** £260.00

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Printed by Walstead Roche, Victoria Business Park,
Roche, Victoria, Saint Austell PL26 8LX
Distribution: Marketforce (UK) Ltd, 121-141 Westbourne Terrace,
London W2 6QA. Tel: 0330 390 6464, hello@marketforce.co.uk

AUTO EXPRESS ROAD TESTS
All Auto Express tests are carried out at private proving grounds where cars are driven to the limit and performance tested. Auto Express also assesses the cars over many miles of mixed public roads before delivering its Road Test Verdict.

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THIS WEEK

THIS is a bit of a public service announcement (or ruining a well kept secret for those in the know). EV drivers: Use Tesla chargers! And not just Tesla owners, but anyone needing to top up on the go.

More than half of the brand's superchargers, including all the latest V4 units, are open to any electric vehicle with a CCS connection – which is most of them. You can find them via Zap-Maps or Tesla's own site, but it's clear that this is still not common knowledge.

With concerns over the availability of public chargers such a huge issue for plenty of buyers considering converting to EVs, this could be a massive help that many people aren't aware of. The newest V4 units are even contactless, so you don't need an app to sort payment, unlike earlier V3 chargers.

> **"WITH CONCERNS OVER THE AVAILABILITY OF PUBLIC CHARGERS SUCH A HUGE ISSUE, USING TESLA ONES COULD BE A MASSIVE HELP FOR MANY MOTORISTS"**

And here's even more public service information...! We've previously been scathing about how prohibitively costly public charging is, and how too many chargers don't have any pricing transparency. If you can top up at home for the vast majority of miles, then the numbers really stack up for an electric vehicle. However, if public charging is a regular fallback, then the cost is a lot less favourable versus petrol or diesel.

Predictably, and probably fair enough, Tesla charges owners of other brands' cars more than it does its own army of loyal drivers, but the units, generally 250kW ones – so, super-fast – are significantly below the apparent current norm of 85p-plus per kWh you find at most service stations or highway chargers. Admittedly, with Tesla you do have to watch out for steep overstay charges designed to make sure you vacate the spot as soon as the car hits the required level. Don't dwell too long over that coffee or comfort break, then.

I genuinely don't want to sound like a walking Tesla advert – the company's cars are generally great, but then so are a lot of other EVs, and those models don't come with any baggage around the firm's figurehead, if that sort of thing bothers you. But making life easier for the growing number of electric vehicle drivers is really important, and hopefully this column will act as a sneaky hack to help Auto Express readers get ahead in any public charging chaos during the summer getaway!

PAUL BARKER

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EDITOR'S VIEW

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MG IS GUN

Upmarket Chinese electric models look to grab a slice of American giant's share of the EV market

New MG IM6

Brand's £47,995 all-electric SUV is aimed squarely at the big-selling Tesla Model Y

Alastair Crooks

Alastair.Crooks@autoexpress.co.uk

AEX MG has revealed the new electric model that's been created to take it into a new, more premium area of the market: the IM6.

Elsewhere in the world, the IM6 is sold by IM Motors (hence the name), which is an upmarket electric car brand owned by SAIC Motor, MG's Chinese parent company. Instead of using that or 'IM Presented by MG Motor' as in the Australian market, the IM6 will be sold by MG here in the UK.

With the wraps coming off the model at the Goodwood Festival of Speed alongside the IM5 saloon (see Page 8), it doesn't look any different from the car that entered other global markets early this year. As with the IM5, the IM6 will be offered in three trim levels. First up will be the Long Range, at £47,995, followed by the £50,995 Performance model, and finally there's a £52,995 Launch Edition.

With that pricing and dimensions of 4,904mm in length, 1,988mm in width and 1,669mm in height, the IM6 has plenty of competition from other all-electric family SUVs including the Skoda Enyaq, upcoming Kia EV5 and the recently updated Tesla Model Y.

Unlike the IM5, which comes with a smaller 75kWh entry-level model, the IM6 gets a larger 100kWh battery as standard across the range. MG hasn't confirmed UK specifications yet, but we expect up to 345 miles of range, along with a maximum recharge rate of 392kW for a 10 to 80 per cent battery top-up time of 17 minutes.

Single-motor, rear-wheel-drive versions of the IM6 are offered in other markets, with a 292bhp model providing a 6.8-second 0-62mph time and a 402bhp alternative lowering the benchmark sprint to 5.4 seconds. The Performance model will likely come with a dual-motor layout and up to 767bhp to allow for an impressive 0-62mph time of 3.5 seconds.

The IM6's exterior represents a slightly different design compared with the MG4 and recently launched MGS5 EV, with a smoother, more rounded look. MG says the IM6's styling is a "confident and luxurious statement", and to back that up there are flush-fitting door handles, slim LED light signatures front and rear, a coupé-like roofline and a low front end.

The interior looks very similar to the IM5 saloon's. Both models have a 26.3-inch display that covers most of the dash and a 10.5-inch touchscreen located lower down on the centre console for the car's rudimentary functions. The IM6 should be pretty well equipped to justify its positioning at the top of MG's electric SUV range, with autonomous parking assist, rear-wheel steer, air suspension and a panoramic roof set to feature.

PAGE 8: MG IM5 to rival Tesla Model 3

FLAGSHIP
The IM6 sits at the top of MG's electric car line-up and will be offered in three trim levels

"THE IM6 DOES
THAT ENTERED

NING FOR TESLA

OFFICIAL

MG IM6
MG IM5

STAR TURN
IM6 SUV (left) and IM5 saloon took pride of place on MG's Goodwood Festival of Speed stand

SN'T LOOK ANY DIFFERENT FROM THE MODEL
OTHER GLOBAL MARKETS EARLY THIS YEAR"

New MG IM5

Electric Tesla Model 3 challenger boasts new tech and up to 442 miles between charges

MG has revealed its rival for the Tesla Model 3, an all-new model called the IM5. Showcased for the first time at the Goodwood Festival of Speed, the IM5 is a sleek all-electric saloon, which joins the new IM6 SUV as "the most innovative cars to be offered by MG", according to the firm.

Making the IM5 and the IM6 stand out from the likes of the MG4 and MGSV EV is the naming strategy. The 'IM' part comes from IM Motors, which is a premium electric car brand owned by MG's Chinese parent company, SAIC Motor. The IM brand was initially going to be launched in the UK under its own name, but now its cars will be pitched as higher-end MG models.

The IM5 will already be familiar to Australians, because it's been on sale Down Under since the start of the summer under the far less catchy banner of 'IM Presented by MG Motor'. Just as in other markets, the IM5 and IM6 heading to the UK share a very similar design language: a low front end to promote aerodynamic efficiency, smooth surfacing along the body and a thin rear lightbar.

There will be three variants of the IM5: Standard, Long Range and Performance. The Standard starts at £39,450, undercutting the cheapest Tesla Model 3 Rear-Wheel Drive by £540, while the Long Range is priced from £44,995 and the range-topping Performance comes in at £48,495.

Powering the IM5 Standard is a 75kWh battery, which in other markets is good for 407 miles of range. As you'd expect, the Long Range has the greatest range of the line-up, with a larger 100kWh battery offering a claimed 442 miles, six miles more than you get in a Tesla Model 3 Long Range Rear-Wheel Drive.

The Performance variant is less efficient, despite having a 100kWh battery, because while the other versions come with a single e-motor powering the rear wheels, this edition comes with a dual-motor all-wheel-drive layout. Sitting on an 800V architecture, the IM5 can be topped up from 10 to 80 per cent in 17 minutes, thanks to a maximum recharge rate of 392kW.

In other markets around the world, the 100kWh single-motor IM5 comes with 402bhp and 500Nm of torque for a 4.6-second 0-62mph time. The dual-motor Performance model combines a 498bhp rear motor with a 268bhp unit on the front axle for a combined 767bhp output and an astonishing 3.2-second 0-62mph sprint time. There's also rear-wheel steer to reduce the IM5's turning circle to 9.9 metres.

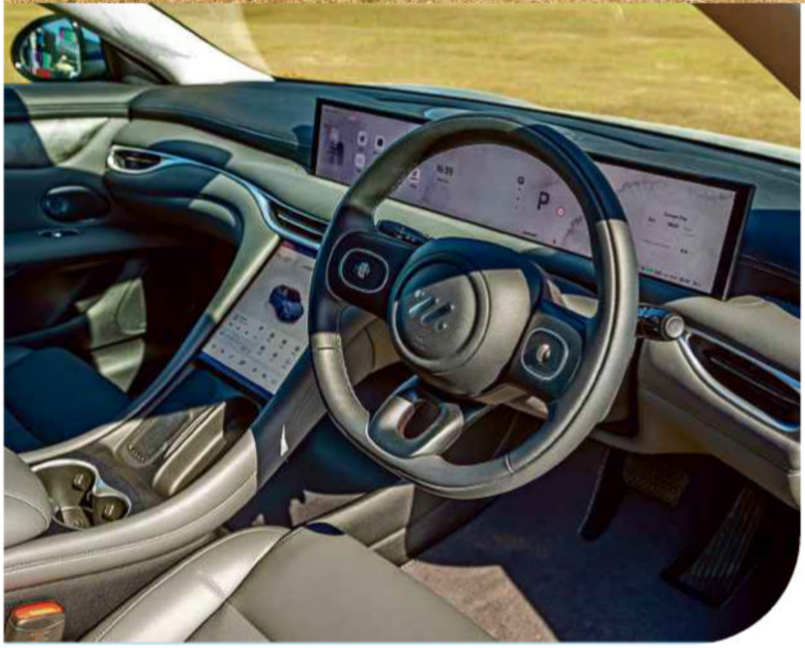
MG has apparently worked hard on making sure the IM5 delivers an engaging drive, too. David Allison, MG UK's head of product and planning, said: "Exhilarating performance and dynamic handling, which MG will always have a passion for, comes with a digital chassis and truly potent acceleration."

We hope the company has learned something from the MG4 XPower, because while the single-motor MG4 is a surprisingly rewarding EV from behind the wheel, we found the dual-motor XPower hot hatch version a little disappointing in comparison.

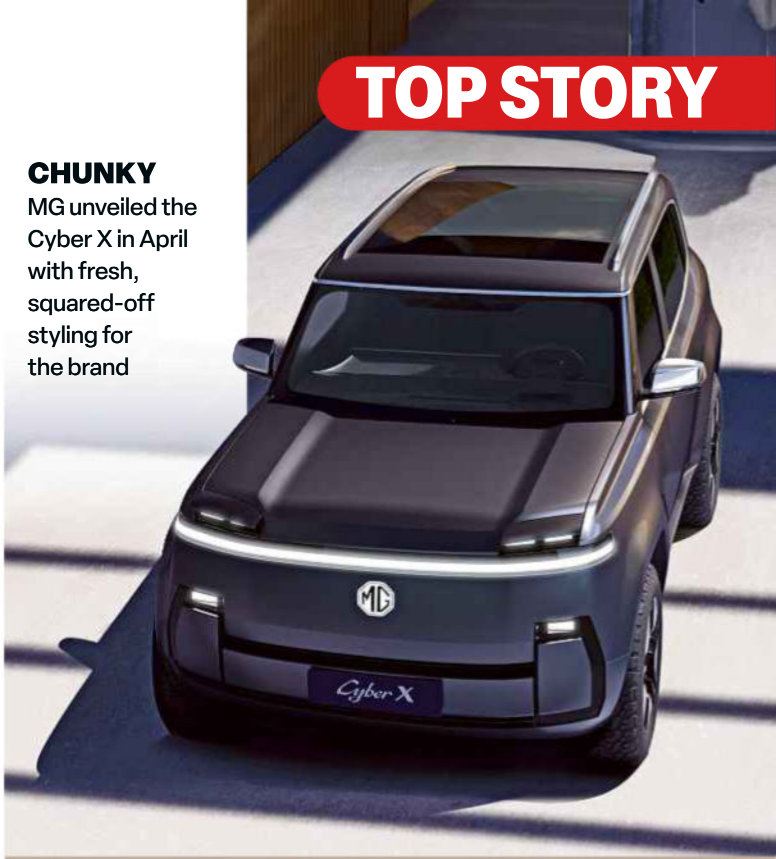
Inside the IM5 you'll find a minimalist interior that is dominated by digital displays. There's a 10.5-inch touchscreen located on the centre console and a huge 26.3-inch infotainment display on top of the dashboard. Every IM5 comes with a panoramic roof and a 20-speaker sound system, supported by double-glazed windows all around.

We expect the IM5 saloon to go on sale in the UK before the end of the year, as a rival for not just the popular Model 3, but also the Kia EV4 and BYD Seal.

COMING SOON
MG is aiming to have the IM5 saloon on sale in the UK by the end of the year, priced from £39,450



"THE PERFORMANCE MODEL COMBINES A 498BHP REAR MOTOR WITH A 268BHP UNIT ON THE FRONT AXLE FOR A COMBINED 767BHP"



CHUNKY
MG unveiled the Cyber X in April with fresh, squared-off styling for the brand

WIDESCREEN
Massive 26.3-inch screen displays infotainment and digital dials, and is supplemented by a smaller display

Cyberster Black is a dark sign of things to come

THE MG Cyberster Black was revealed earlier this year at the Shanghai Motor Show, but now this edition of the two-seat sports car has made its UK debut at the 2025 Goodwood Festival of Speed.

What makes the Cyberster Black special is its glossy, deep black paint. It's been enhanced with ultra-fine glass particles, rather than metallic flakes, to give it a "subtle sparkle".

The paint is contrasted by chrome accents and wheels, plus red brake calipers. Naturally, the interior has an all-black colour scheme as well.

While the Cyberster Black isn't for sale, MG UK's head of product and planning, David Allison, hinted that it could be the genesis of different editions of the halo car.

"It's the kind of thing we need to do: different colours, interiors, hood colours – to keep the [Cyberster] going through its lifecycle," Allison told us.

MG Cyber X may be on sale in two years

THE MG Cyber X, revealed at April's Shanghai Motor Show, could be sold in the UK and other global markets within two years, according to UK product and planning boss, David Allison.

It's thought the Land Rover Defender and Mercedes G-Class-inspired SUV will shrink in size slightly to fill the gap left by the Suzuki Jimny, which was killed off soon after its launch due to increasingly stringent emissions regulations.

Allison said he is "very much in favour" of MG launching a production version of the Cyber X, and could see it happening "within the next two years".

Compared with the ZS, HS and the new all-electric MGS5 EV, the Cyber X showed off a completely new design on the show stand in China. At the time, MG said the Cyber X "echoes the spirit of young people to explore".

The Cyber X has a boxy, upright design despite it being an EV, which suggests that MG is prioritising rugged off-road style over efficiency. It has a full-width lightbar on a bluff nose, with an illuminated MG badge. The windscreen is also upright, and there are angled wheelarches and a rear lightbar.

"Someone buying [a Cyber X] would never buy a ZS," Allison told us, suggesting he isn't worried about the chunky SUV cannibalising sales in the UK. He also told us he expects the forthcoming production model "may be a little smaller, like a spiritual successor to the Jimny".

When asked if the car's starting price could be less than £30,000, Allison said: "Easily. But that's for the future."

> "IT'S THOUGHT THE CYBER X WILL SHRINK IN SIZE SLIGHTLY TO FILL THE GAP LEFT BY THE SUZUKI JIMNY"

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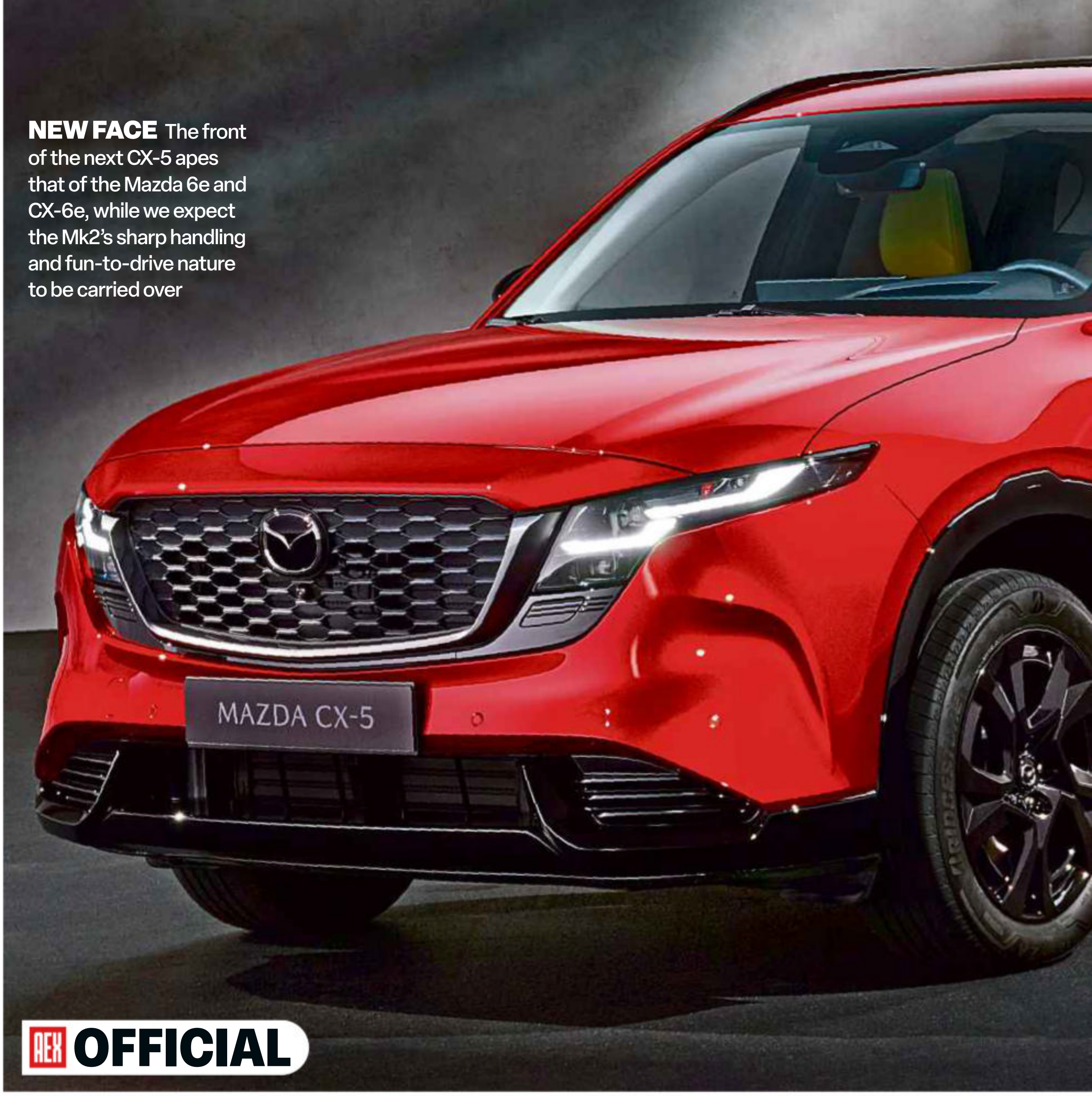


NEW FACE The front of the next CX-5 apes that of the Mazda 6e and CX-6e, while we expect the Mk2's sharp handling and fun-to-drive nature to be carried over

New petrol Mazda

Third-generation family SUV gets a new look, but ditches most physical cont

THE mid-size SUV market is fast-moving and fiercely competitive, so the fact that Mazda's entry has been on sale since 2017 means a fresh model was long overdue. This new Mazda CX-5 is set to arrive in 2026, and the Japanese brand is attempting to tread the very fine line between family-friendly practicality and driver enjoyment.

The latest CX-5 will go up against serious competition including the Kia Sportage, Hyundai Tucson, Nissan Qashqai and Ford Kuga. Mazda hasn't made too many drastic changes over the outgoing car, and the biggest difference is a new front design that brings this SUV in line with the Mazda 6e (driven on Page 24) and CX-6e.

New vertical headlights give the family car a more aggressive look than its predecessor, but there are only a few other notable new directions from the outgoing model's design.

A set of twin exhaust pipes add a bit of sporting flavour and new tail-lights share some resemblance to those found on the CX-80. Mazda has also replaced the tailgate emblem with its name in typeface form.

The steering wheel also displays the word 'Mazda' in the middle, but replacing the physical switchgear might be more controversial. Most functions (including the climate controls) are now operated via the touchscreen, and while there are steering-wheel controls, these are panels rather than individual buttons.

There are two sizes of touchscreen on offer, depending on your chosen trim level. Most CX-5s have a 12.9-inch display, while the range-topping Homura gets a 15.6-inch set-up. Both systems use Mazda's latest software that's been developed with Google.

There are four trim levels: Prime-Line, Centre-Line, Exclusive-Line and Homura. All come with alloy wheels, LED headlights, Apple CarPlay and Android Auto. Those wanting extra luxury will need to go for Centre-Line or above, because these versions add privacy glass, a powered tailgate and artificial or real-leather upholstery.

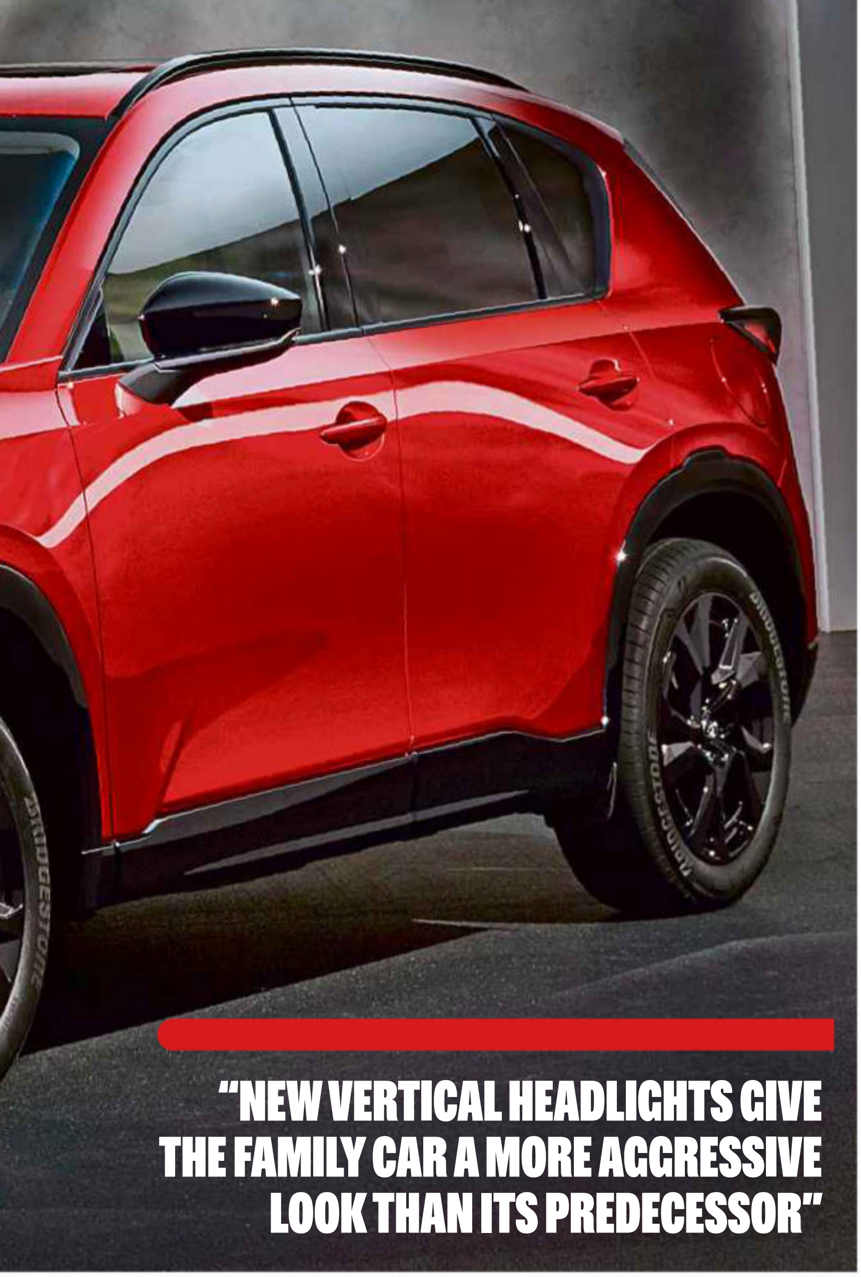
Every version of the car is fitted with the latest 2.5-litre SkyActiv G petrol engine, with mild-hybrid assistance and a six-speed automatic gearbox, plus a choice of front or four-wheel drive. The unit produces 140bhp and 238Nm of torque, with a claimed 0-62mph sprint time of 10.5 seconds for the two-wheel-drive version and 10.9 seconds for the 4WD car.

Official WLTP stats are yet to be confirmed, but Mazda's early data shows fuel efficiency figures of around 38mpg and 159g/km of CO_2 for the front-wheel-drive car, and 36mpg and 169g/km for the 4x4. The mild-hybrid Nissan Qashqai returns at least 40mpg on the WLTP combined cycle.

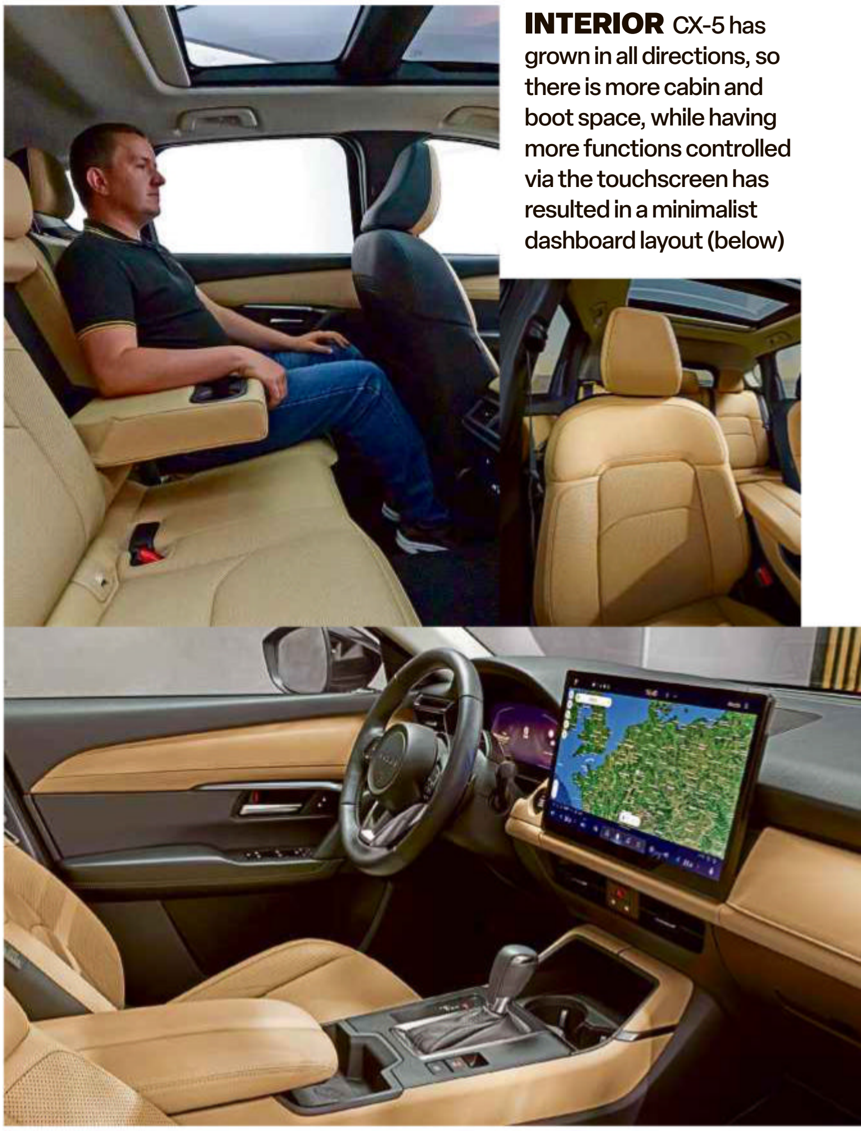
While there are currently no plans for an EV version, with the new CX-6e catering for medium-size electric SUV buyers, Christian Schulze, Mazda's director of research and operations, said a full-hybrid version of the engine is being developed. So it would appear that an EV or PHEV variant is unlikely, even though the latter is an option in the larger CX-60 and CX-80 models.

The new CX-5 is 115mm longer, 15mm wider and 30mm taller than the Mk2 car, which means the cabin is more spacious. Boot capacity has also increased by 61 litres to 583 litres, beating the Qashqai's 479 litres.

Mazda is keeping tight-lipped on cost, but Schulze told us he believes pricing "will be in the range of the former car, if not slightly below". The current model costs between roughly £31,500 and £37,000.



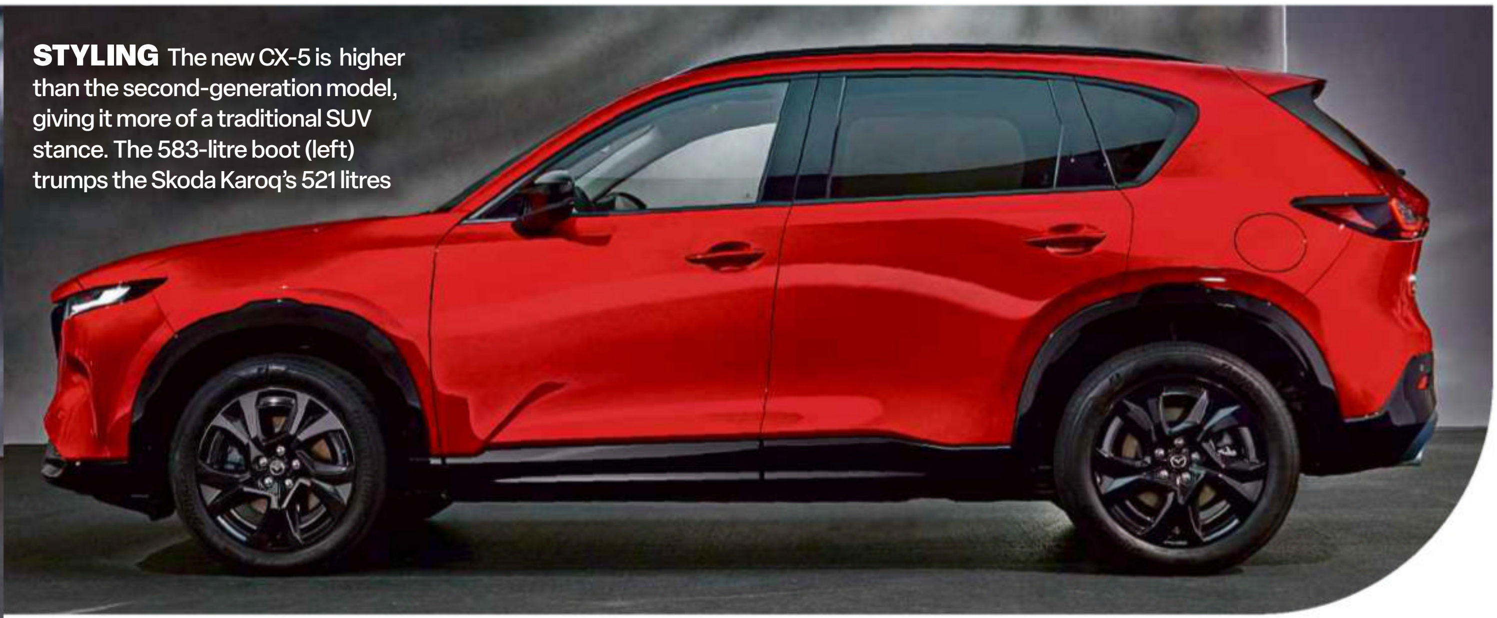
"NEW VERTICAL HEADLIGHTS GIVE THE FAMILY CAR A MORE AGGRESSIVE LOOK THAN ITS PREDECESSOR"



INTERIOR CX-5 has grown in all directions, so there is more cabin and boot space, while having more functions controlled via the touchscreen has resulted in a minimalist dashboard layout (below)

n CX-5 eyes up SUV elite

rols on the dash and manual gearbox option



STYLING The new CX-5 is higher than the second-generation model, giving it more of a traditional SUV stance. The 583-litre boot (left) trumps the Skoda Karoq's 521 litres

Inside line on new Rang

Phil McNamara

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Luxury EV will finally go on sale in 2026, a full year later than planned

OFFICIAL

RANGE ROVER
VX25 PZO

THERE'S a huge buzz about the Range Rover Electric, even though car fans have known it's been coming for more than five years and 64,000 people are on the waiting list. That's because there are no luxury electric SUVs with equal prestige or off-road ability, unless you consider Mercedes' G580 with EQ Technology – which Range Rover engineers won't.

Britain's flagship e-SUV has two motors, delivering a total of 542bhp and a hefty 850Nm of torque. The Merc has four independent motors, so it can spin on its axis in a 'tank turn', but JLR's senior off-road specialist Jason Walters dismisses this as a gimmick.

He also claims the Merc's breakover angle is inferior and that the Range Rover's real-world range – which is expected to exceed 300 miles – will be superior. It's all down to JLR's engineers striving to find the sweet spot between weight, battery size, power, efficiency and off-road ability.

Mitigating trade-offs comes up repeatedly during our drive on Land Rover's off-road testing tracks around Eastnor Castle, Herefordshire. JLR designed the aluminium architecture to go fully electric from day one, determined to preserve the SUV's trademark comfort, practicality, cabin and boot space. "First and foremost this is a Range Rover: we're just offering a new propulsion system," chief programme engineer Simon Fairbrother tells Auto Express.

Fairbrother won't confirm the EV's weight, but says it's not much higher than the short-wheelbase PHEV's 2.7 tonnes. The huge 118kWh, 800-volt battery is housed between the wheels, slightly reducing the breakover angle (the point where the body grounds out as it traverses a peak) to 22 degrees.

The upside is that the pack lowers the centre of gravity, so the big SUV doesn't need beefed-up anti-roll bars or complicated control systems to quell roll and pitch. The air suspension features dual-adjustable dampers for a better blend of comfort and handling.

So what has changed? Pull back the gear selector and instead of Sport mode, the car activates single-pedal driving. The amount of regenerative stopping force varies with your speed.

Fairbrother claims the EV has the most patents of any Range Rover, focused on the battery, motors and thermal management. Its heat pump can recover energy at –15C, and the software orchestrates the battery temperature to optimise charging. A pre-cooled pack should peak at 350kW on a DC charger, refilling from 10 to 80 per cent in under 30 minutes.

Integrating all these systems is one reason why the Electric only arrives in 2026. "We're undertaking the biggest test and development program for a propulsion system that we've [ever done]," says Fairbrother. "The car will come to market when we're ready."

PLUS We put the electric

IT'S a warm summer's day, so the 65 miles of tracks around Eastnor are more dusty than muddy. As we climb the gravel paths to the test area, the Range Rover Electric rides as softly as its peers, the body bobbing as it eases itself over bumps.

Then it's a sharp turn into denser woods. The light steering wheel spins eagerly and the rear-wheel steering pivots the e-Rangie rightwards, with an effortlessness that belies the behemoth's size.

The Terrain Response system is the same as on any Range Rover, and JLR's off-road guru Jason Walters selects the 'mud and ruts' setting for us to tackle the 20-degree climb called Gearbox Hill.

Electric's huge advantage over combustion power is instantly apparent: there's no need to stop to engage low-range gearing. Electric motors generate mighty torque the instant they spin, and the power delivery is hugely controllable.

One squeeze of the throttle and the Range Rover calmly surges upwards. There's no drama, just intermittent thumping sounds as the brakes grab wheels that have lost traction and begun to slip. We stop the ascent halfway, then smoothly proceed again without scrabbling for traction. This is JLR's clever

ge Rover Electric

STYLING
In a very deliberate move, the new Electric version looks just like any other Range Rover, inside and out

SIMON FAIRBROTHER Chief programme engineer

> “WE’RE UNDERTAKING THE BIGGEST TEST AND DEVELOPMENT PROGRAM FOR A PROPULSION SYSTEM THAT WE’VE EVER DONE. THE CAR WILL COME TO MARKET WHEN WE’RE READY”

c Rangie through its paces off road

ESSENTIALS

Range Rover Electric
Price: £150,000 (est) **On sale:** 2026
Powertrain: 118kWh battery, 2x e-motors
Power/torque: 542bhp/850Nm
Transmission: Single-speed auto, four-wheel drive
Range: 300+ miles (est)
Max charging: 350kW (10-80% in <30min)
Size (L/W/H): 5,052/1,990/1,870mm

Integrated Traction Management software, which responds 100 times quicker than a mechanical system.

We reach the summit, then set the Adaptive Off-Road Cruise Control. It works with the Hill Descent Control, and the Rangie serenely crawls down.

OFF ROAD
Our man drove the new EV on tracks at Land Rover’s own test facility at Eastnor Castle in Herefordshire

AEX VERDICT

OUR brief drive reveals the Electric to be a Range Rover like any other – with one difference: it’s so silent you can hear birdsong. This version of the gas-guzzling SUV is at one with nature.

New edition of SV is back in black

THE Range Rover might not be the first thing you think of as a “hot SUV”, but the new SV Black brings moody styling and supercar-baiting power.

Unsurprisingly, the new edition comes only in Narvik Gloss Black with detailing and logos also in black, and sitting on 23-inch gloss black alloys.

The interior, likewise, gets ebony leather, black logos, black birch wood veneer and a satin-black ceramic finish for the gearshift.

The SV part of the car’s name means that this model comes with a 4.4-litre twin-turbocharged V8 engine with 606bhp going through an eight-speed automatic transmission – enough for a 0-62mph time of 4.4 seconds and a top speed of 162mph.

SV Black will go on sale later this year

Freelander is set to return in 2026

THE Land Rover Freelander name will return in 2026 – on a range of all-new EVs designed for the Chinese market.

JLR’s joint venture with Chery in China builds versions of several JLR cars, and these will be replaced by new Freelander-branded models.

The first will launch in the second half of 2026, according to JLR’s head of China, Qing Pan. It heralds a new Freelander family of SUVs, which will all be built under licence and based on Chery’s flexible EV architecture.

No details about the new models have been announced yet, but we do know they’ll be “mainstream”, so should be priced accordingly.

Hyundai fires up Ioniq

REVEALED Long-awaited follow-up to the award-winning Ioniq 5 N is said to be even more focused

ION
OFFICIAL

Richard Ingram

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THE covers have come off the Hyundai Ioniq 6 N at the 2025 Goodwood Festival of Speed, where the BMW M3 rival showed off its sleek shape and track-honed dynamics on the historic hillclimb.

The Ioniq 6 N gets much of the same tech as the 5 N, cloaked in a lower, sleeker body, with the addition of lightweight alloy wheels, a huge rear wing and ducktail spoiler.

As a result, the 6 N is 60mm wider than the standard car, with bulging wheelarches around new 20-inch rims and bespoke Pirelli tyres. Based on the recently facelifted Ioniq 6, the N gets split headlights and daytime running lights, plus a longer, lower nose and plenty of trick aero and cooling features in a new front bumper. There's lots of red detailing to the side, while at the rear a black mask gives the flagship its own look.

Under the metal, the Ioniq 6 N has the same dual-motor powertrain as the 5 N, mated to an identical 84kWh battery. Output stands at 641bhp – almost 100bhp more than BMW's M3 CS – with 770Nm of torque. The 6's slippery shape helps to give a 0-62mph time of 3.2 seconds. Top speed is capped at 160mph.

According to Joon Park, Vice President of the firm's N Management Group, the 6 N is "for all N-thusiast drivers". He claims the swept-back saloon is more focused than the 5 N, thanks to its reengineered chassis and fully redesigned suspension with semi-active dampers. Hyundai also says the 6 N delivers greater high-speed stability and improved grip.

As well as these tweaks, Hyundai has developed a new battery-conditioning system that optimises performance depending on how the car is being used. Plus an improved 'N e-Shift' system is said to "minimise performance loss" compared with the same set-up in the Ioniq 5.

The 6 sees the debut of Hyundai's 'Active Sound +' set-up, too, and the firm said it delivers "greater feedback".

As before, the car's 'N Grin Boost' function delivers maximum power via a red button on the steering wheel for up to 10 seconds. According to senior engineer Sven Risch, the system makes "full power more reachable".

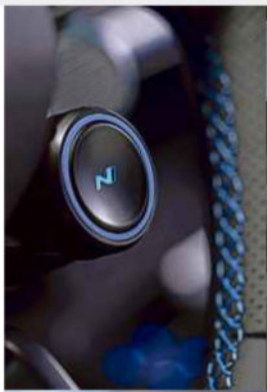
Elsewhere, the updated 'N Drift Optimiser' offers three levels of regen-activated torque oversteer, so owners can customise parameters for things such as angle and wheel slip to suit their skill level and driving style.

The front brakes have an adjustable regen system capable of harnessing up to 0.6G of energy. As in all Hyundai EVs, the level can be tweaked via paddles on the steering wheel.

The 6 N's cabin will feel familiar to anyone who's been in a 5 N, with its hard-backed bucket seats, ambient lighting and dual-screen infotainment system with bespoke N menus.

What the Ioniq 6 N lacks in range it makes up for with its 800-volt architecture and ultra-rapid charging speeds of up to 260kW. That means it should be able to top up 80 per cent of its 291-mile range in 18 minutes.

Prices haven't been announced, but we can expect a small premium over the 5 N, meaning a starting figure in the region of £70,000. Production starts in September, with global deliveries expected soon after.



6 N to target BMW M3

STYLING
New hot N is based on recently facelifted Ioniq 6, but with the addition of a huge rear wing and spoiler. The side features lots of red detailing and extended wheelarches

PLUS We've driven hot 6

02
Never just drive

Tomas Hirschberger

IT all started with the Ioniq 5 N, but now, Hyundai has taken things a step further with the Ioniq 6 N – and we've had an exclusive drive of a prototype model in South Korea.

The brains behind the car is Manfred Harrer, Hyundai's new Head of R&D. "We basically developed this car from the ground up," he told us.

And it shows. The upgrades begin with wide Pirelli tyres and a beefy braking system; and with all-wheel drive, a 50:50 weight balance, and a lower centre of gravity than the 5 N, the 6 N is already better set up for performance driving.

But the N team also reworked the brakes and the electronic diff, as well as the steering and suspension. The adaptive dampers respond far more quickly than before, while the power delivery mimics that of a highly tuned ICE car.

That's helped by the e-Shift system, which recreates the feel of an eight-speed dual-clutch 'box. The simulated ratios are tighter, the virtual engine note more aggressive, and everything feels more visceral than in the 5 N.

Once you're rolling, the Ioniq 6 N feels rear-driven in character – even more so than the 5 N – and yet remarkably adjustable. Despite its weight, the Ioniq 6 N resists understeer brilliantly; the steering is meaty and communicative, and the chassis is alive with feedback.

But the star of the show is the software. The N Track Manager lets you fine-tune your set-up in seconds, and then there's the Drift Optimiser. It lets you dial in drift angle, slip limits and response thresholds in multiple steps.

ESSENTIALS

Hyundai Ioniq 6 N

Price: £70,000 (est) **On sale:** 2026
Powertrain: 84kWh battery, 2x e-motors
Power/torque: 641bhp/770Nm
Transmission: Single-speed automatic,four-wheel drive
0-62/top speed: 3.2 seconds/ 160mph
Range: 291 miles
Max charging: 260kW (10-80% in 18min)

VERDICT

THE Hyundai Ioniq 6 N is like a PlayStation fantasy come to life. It's customisable, full of clever tech, and a blast to drive. We can't wait to try it in Europe.

New seven-seat Ioniq 9 line-up to start from £65k

THE all-new Hyundai Ioniq 9 is now available to order with prices starting from £64,995. That means the futuristic seven-seat SUV undercuts its equally bold cousin – the Kia EV9 – by nearly £1,000, while costing £7,250 more than a top-of-the-range, plug-in hybrid Hyundai Santa Fe, its combustion-powered equivalent.

Every Ioniq 9 has a 110kWh battery with an official range figure of 385 miles, if you stick with the entry-level 215bhp single-motor, rear-drive model that does 0-60mph in 9.4 seconds. But upgrading to the 303bhp or 421bp dual-motor, all-wheel-drive powertrains only drops the range by 13 miles. The most potent version can sprint to 60mph in 5.2 seconds.

Like the Ioniq 5 and Ioniq 6 beneath it, the Ioniq 9 features an 800-volt electrical architecture that allows it to charge at a maximum of 233kW. Find an ultra-rapid charging point capable of such speed, and a 10-80 per cent top-up will only take 24 minutes.

Base Premium trim is only available with the 215bhp set-up, but upgrading to Ultimate spec (for an extra £8,500) brings the 303bhp powertrain, plus options including 20-inch alloys and a panoramic glass roof.

Calligraphy trim, the only one with the 421bhp dual-motor set-up, costs £2,300 over Ultimate, and builds on its already extensive kit list with Nappa leather upholstery, a two-tone leather steering wheel and 21-inch rims.

Honda lifts the lid on plans for electric city car with Super EV

Potential successor to axed Honda e tackles hillclimb at Goodwood show

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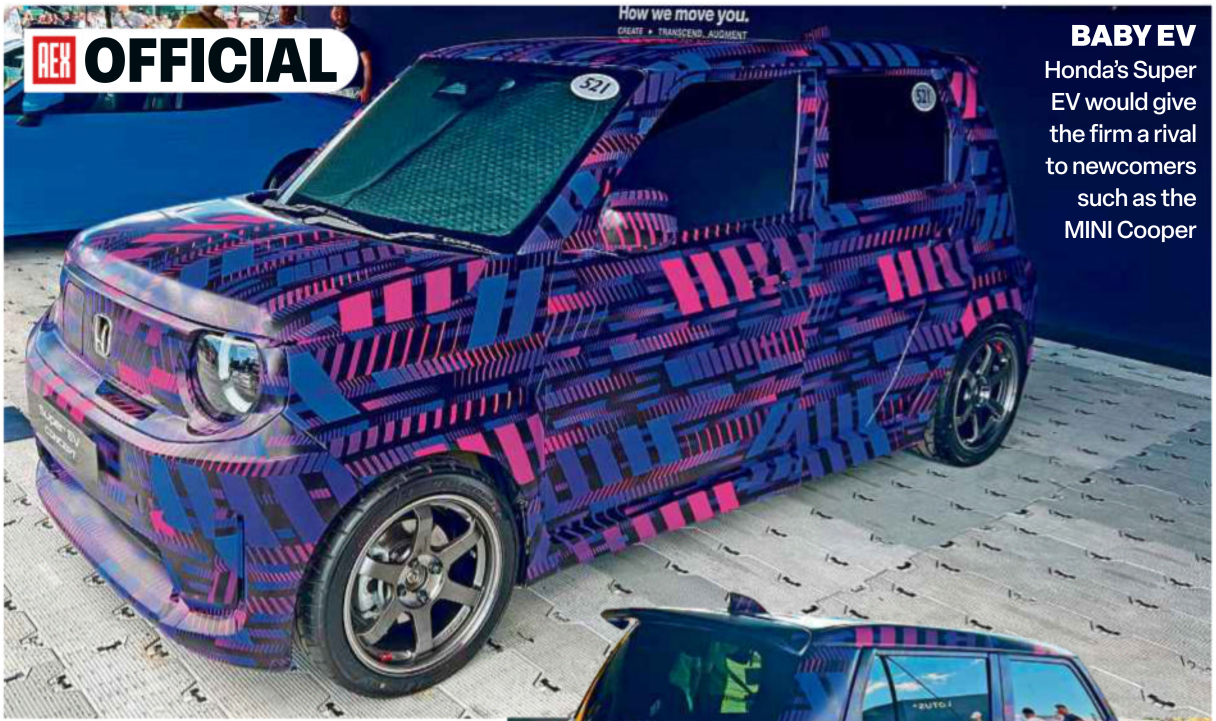
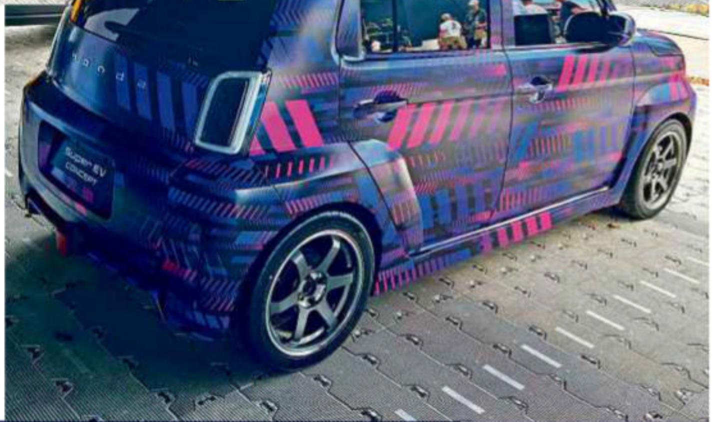
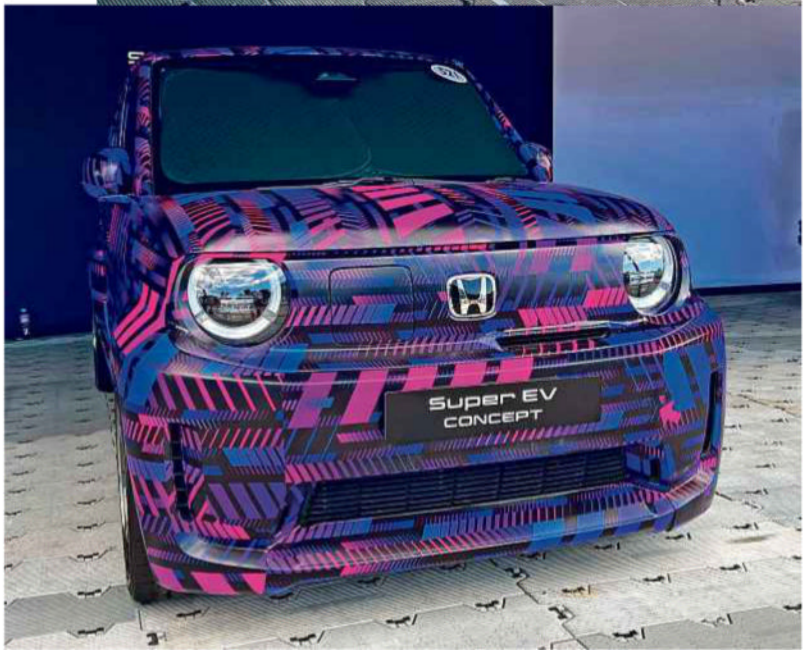


BABY EV Honda's Super EV would give the firm a rival to newcomers such as the MINI Cooper





THE market for small electric cars is gaining momentum, and Honda wants to get in on the action with the Super EV concept.

A city-focused electric car that potentially previews a successor to the slow-selling Honda e, the Super EV is based on a kei car in Japan called the N-One – although it's undergone several modifications to accommodate an electric powertrain.

Honda hasn't shared details of them yet, although the funky city car did make its global dynamic debut by driving up the famous hillclimb at the Goodwood Festival of Speed.

The Super EV's basic design clearly takes inspiration from the pure-petrol N-One, with its upright, blocky proportions. Key changes include a new bonnet, creating space for a fresh front end with rounded headlights embedded into a blanked-off grille area. There are some cooling and aerodynamics ducts at the front, along with what looks like a charging cap – positioned not too far away from where the Honda e's bonnet-mounted charging port was located.

The wheels have been pushed out to the corners, providing a relatively long wheelbase to give those inside more space. There's a wider track, too, plus chunky, boxed wheelarches. A bespoke roof spoiler, new clear-lens lights and 'Honda' script have all been added to the rear.

The brand says the car has been "designed as an A-segment compact EV that realises both practical usability and the 'joy of driving' only Honda can offer". It's claimed to have "a sporty and highly responsive driving experience distinctive to compact vehicles" that provides an "uplifting, heart-pounding driving experience".

Little is known about the technical capabilities of the Honda Super EV at this stage, but it fits neatly with our scoop from this year's Consumer Electronics Show (CES) in January, when we reported on the firm's plans to launch a replacement for its now-defunct Honda e city car, which was removed from sale in 2023.

At the time, chief officer of automobile operations, Katsushi Inoue, told us the brand was "at the development stage" and that "eventually, in the future, [Honda] will talk about smaller vehicles". It turns out that the "future" has arrived, because just half a year on from CES, Honda has shown its possible rival to the latest MINI Cooper and Fiat 500e.

> **"THE SUPER EV'S DESIGN TAKES INSPIRATION FROM THE PURE-PETROL N-ONE, WITH ITS UPRIGHT, BLOCKY PROPORTIONS"**

STYLING
External changes amount to a slightly sharper nose and updated bumpers

Wraps off updated version of Maserati MC20 supercar

NO, you're not suffering from deja vu. This is the "new" Maserati MCPura – essentially the five-year-old MC20 supercar with a different name.

As with the MC20, there are coupé and convertible versions of the MCPura, and the only major differences on the new car are a sharper nose, refreshed front and rear bumpers, a new steering wheel and new paint colours.

The exterior trim is finished in gloss black, while the additions to the colour palette are Devil Orange, Verde Royale and Night Interaction.

Opening the car's butterfly doors will reveal the same interior design as before, but most surfaces in the MCPura are covered in Alcantara to emphasise the model's sporty nature.

The new flat-top and bottom steering wheel, like the exterior styling tweaks, is inspired by the hardcore MC20 GT2 Stradale's, but buyers can upgrade to a racier version finished in carbon fibre and featuring gearchange indicator lights.

As before, the steering wheel includes the car's start/stop button and drive mode selector, with five settings to choose from: Wet, GT, Sport, Corsa and ESC Off. There's also a button to make the suspension softer, so it can cope better with bumpy roads without having to take the powertrain out of its more aggressive Sport or Corsa modes.

The MCPura's touchscreen and infotainment system are the same as in the MC20 too, but Maserati has added the performance data pages from the GT2 Stradale. They allow drivers to monitor the engine temperature, brake temperature, oil pressure and other vital information, plus analyse fuel economy and see how torque is being distributed between the rear wheels.

No changes have been made to the suspension or chassis from the MC20, and its 3.0-litre twin-turbo V6 engine is also untouched. That means the MCPura produces 630bhp and 730Nm of torque, can sprint from 0-62mph in 2.9 seconds and has a top speed of 203mph.

Corvette is finally coming to the UK, but only as a hybrid

UK sales of latest Corvette will start this September

THE Corvette is one of America's most iconic sports cars – and now it's coming to Britain. It will arrive in September in E-Ray hybrid form only, lining up against the Porsche 911 GTS E-Hybrid. The Coupé is priced from £153,440 and the Convertible from £159,230.

In the E-Ray, the electric motor and 6.2-litre naturally aspirated V8 provide 646bhp in total, giving a 0-60mph sprint time of 2.9 seconds. That's also thanks to the all-wheel drive system, the first of its kind fitted to a Corvette.

The E-Ray's e-motor is powered by a 1.9kWh battery pack positioned between the seats to aid weight distribution, and topped up by regenerative brake energy. To squeeze more efficiency from the powertrain, the E-Ray can shut off four of its eight cylinders on the move, and pure-electric driving is possible at up to 44mph in Stealth Mode.

Jaecoo's new Puma rival set to be priced from £27k

Buyers initially have a choice of petrol and electric power

THE new Jaecoo 5 has made its public debut at the 2025 Goodwood Festival of Speed. The Ford Puma-rivalling compact SUV is due to go on sale later this year, with a choice of petrol and pure-electric power.

It will use the same platform as the Omoda E5, so the EV is likely to feature the same powertrain: a 61.1kWh battery and a 201bhp front-mounted e-motor. Meanwhile, the petrol version will be powered by a 1.6-litre turbocharged engine, with a hybrid model probably following later.

Pricing is still being finalised, but there will be two trim levels and we expect the Jaecoo 5 to start from around £27,000, with the EV likely to cost from closer to £32k.

Mercedes CLA Shooting Brake EV offers huge 471-mile range

Jordan Katsianis

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Long-range CLA250+ car to be followed by hybrid, PHEV and ICE models

AEX OFFICIAL
748 km
Cologne
CLA Shooting Brake

STYLING Estate body gives extra rear headroom and a larger boot than the CLA saloon, plus new tech in the cabin

CHANGES A new steering wheel features roller wheels instead of the touch-capacitive controls fitted to the previous-generation car

CLA 250+
CLA Shooting Brake

THIS is the new Mercedes CLA Shooting Brake, a sleek compact estate that will join the recently launched CLA at the entry-point to the company's line-up in early 2026. As with the saloon, the Shooting Brake will feature a hyper-efficient EV powertrain, with hybrids, plug-in hybrids and hot AMG models joining the range in the following 12 months.

Pricing in the UK has yet to be confirmed, but we suspect it'll cost around £1,500 more than the saloon, which starts at just over £45,000 for the entry-level Sport Edition, topping out at £51,000 for the flagship AMG Line Premium Edition.

The key difference between the saloon and Shooting Brake is the new body, which increases the luggage space to 455 litres, rising to 1,290 litres with the second row folded flat. This is a 30-litre reduction over the previous-generation CLA Shooting Brake, or 60 litres with the seats down, but the electric models compensate with a further 101 litres of storage space under the bonnet.

A higher roof means improved headroom in the second row, while roof rails with a 75kg weight rating and an optional towbar with 1,800kg of towing capacity add to the versatility.

The CLA Shooting Brake also has a couple of updates that feature on the saloon, too. This first is a new steering wheel with roller wheels to replace the previous touch-capacitive controls. The glass roof, meanwhile, gets an electrochromic function to act as a virtual sunshade, plus illuminated stars that are linked to the ambient lighting.

The first model to hit the road will be the long-range CLA250+ that pairs a single, rear-mounted electric motor with 268bhp and an 85kWh battery pack. Mercedes quotes a maximum range of 471 miles, only eight miles down on the saloon and well ahead of potential rivals, such as Tesla's Model Y.

Mercedes will then introduce a dual-motor CLA350 fitted with the same 85kWh battery pack. This produces 348bhp and drops the 0-62mph time from 6.8 to five seconds, yet retains the ability to do more than 450 miles on the official WLTP cycle. A CLA250 with a smaller battery will also arrive later on, plus a high-performance AMG model and an array of ICE cars.

This efficiency is possible thanks to Mercedes' new MMA platform, which integrates an 800V architecture. This can support up to 320kW charging that will see the battery gain around 200 miles in as little as 10 minutes.

The CLA also features Mercedes' next-generation infotainment set-up, with a 14-inch infotainment screen.

> **"THE 800V ARCHITECTURE SUPPORTS UP TO 320kW CHARGING THAT WILL SEE THE BATTERY GAIN AROUND 200 MILES IN AS LITTLE AS 10 MINUTES"**

Reborn petrol 500 could cost £15k

Fiat marks 500's 68th birthday with petrol model

THE original Fiat 500 was unveiled 68 years ago, and the Italian brand has marked the occasion by unveiling a long-awaited, petrol-powered version of its city car – backtracking on its decision to make the latest incarnation electric-only.

The Fiat 500 Hybrid has a 1.0-litre naturally aspirated three-cylinder engine, with a 12-volt mild-hybrid power boost and stop/start capability coming from a belt-integrated starter generator. It's paired with a six-speed manual gearbox.

This powertrain was used in the previous-generation Fiat Panda and 500, and typically produced less than 70bhp. But Fiat hasn't shared any power, performance or fuel economy figures for the new car yet.

Pricing hasn't been announced either, but with the electric 500e currently being offered for just over £25,000, the 500 Hybrid should cost closer to £15k, considering the new Grande Panda Hybrid is going to start from a little over £18,000.

The new Fiat 500 Hybrid will be available as either a hatchback or convertible, and comes with a 10.25-inch touchscreen, wireless Apple CarPlay and Android Auto connectivity, a seven-inch digital driver's display and a full suite of driver-assistance systems.

FUEL FOR THOUGHT
European report has studied the environmental impact of differing fuel types over a car's 20-year life

AEX OFFICIAL

Report claims hydrogen cars are as green as BEVs

Tom Jervis

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BATTERY electric (BEV) cars have been promoted as the sustainable vehicles of the future, and are now accounting for one in five UK car sales. But a new study has found that hydrogen fuel-cell vehicles could be just as sustainable as their battery-powered counterparts, if not more so.

The European International Council on Clean Transportation (ICCT) has updated its report into EV sales in the EU. It concludes that EVs emit 73 per cent fewer greenhouse gas emissions over a typical 20-year lifecycle than those powered by an internal-combustion engine (ICE). This advantage rises to 78 per cent if the cars are powered by renewable electricity.

ICCT's research also found that hydrogen fuel-cell vehicles (FCEVs) running on today's commercially available natural gas-based hydrogen typically output just 26 per cent fewer emissions than ICE equivalents. The surprise comes in the finding that swapping a fuel-cell car over to hydrogen created with renewable energy could improve things dramatically.

While sustainable hydrogen of this type isn't widely available yet, the fuel could see FCEVs give off 79 per cent fewer emissions over the course of their lifespans than the ICE equivalent. That is one per cent better than the figure the ICCT quotes for EVs running on renewable electricity.

Natural gas-based hydrogen currently costs around £12 per kilo, so it's likely that hydrogen produced with electricity from renewable sources would be prohibitively expensive, unless production costs can be lowered.

In case you're wondering why we're insinuating that EVs or FCEVs generate any emissions at all, it's important to remember that manufacturing an electric or hydrogen car produces far greater quantities of carbon dioxide than the equivalent ICE car.

The ICCT says electric vehicles, for example, tend to break even after an average of 17,000km (10,500 miles) of driving - making up for their higher emissions in the production phase with lower emissions in the use phase.

> **"A NEW STUDY HAS FOUND THAT FCEVs COULD BE JUST AS SUSTAINABLE AS THEIR BATTERY-POWERED COUNTERPARTS"**

Renault Master on camping trip

THERE'S a new Renault Master and it hasn't taken long for it to get the campervan treatment, in the shape of the new Ahorn Camp.

It's built by Germany's Erwin Hymer Group, and available as a campervan or motorhome. These start at 52,800 Euros (roughly £45,000) and 58,900 Euros (£50,000) respectively.

Like the Master panel van, the camper comes with the choice of two diesel units producing 130bhp and 170bhp.

The exact camper upgrades have yet to be confirmed, but previous examples have come with up to five 'sleeping places', a kitchenette, a toilet, a shower, extra tables and fresh water tanks.

Our first look at the new range will come at the end of August during the Caravan Salon in Dusseldorf before it goes on sale in September.

FIRST FOR DRIVES

24 PURE-ELECTRIC MAZDA 6e
EV breaks with brand's traditions

26 ALL-NEW RENAULT 4
Retro SUV tested on UK roads

28 NISSAN QASHQAI
At the wheel of updated hybrid

Ellis Hyde

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WE don't like to make assumptions, but we're pretty confident that everyone is familiar with the Kia Sportage by now. The mid-size SUV has been a staple of British roads for more than 30 years, and the current fifth-generation model that was launched in 2022 is one of the most popular cars in the UK.

Sales have been climbing year-on-year, in fact, with more than 47,000 examples flying out of showrooms in 2024 alone – trumping the segment-defining Nissan Qashqai. The Sportage isn't just popular with Brits, though; the highly regarded family SUV is also the brand's best-selling model across Europe and globally. Which is why the arrival of the newly facelifted model has been getting a lot of attention.

Speaking of which, Kia knows how to style a car to stand out from the crowd, whether that be a tiny town runabout or a colossal seven-seat SUV. The same was true for the outgoing Sportage, although its Battlestar Galactica-esque fascia wasn't to everyone's taste, and didn't quite chime with the brand's other models.

The mid-life nip and tuck has introduced a new front bumper, stacked vertical headlights, a wider and more upright grille, and Kia's signature 'Star Map' daytime running light design. The butch new look is arguably not as original as the previous one, but we think it will be less polarising yet still pretty eye-catching. Elsewhere, there are fresh wheel designs, with sizes ranging from 17 to 19 inches, while the rear bumper has been tweaked to emphasise the car's width, and the tail-light signature is new.

It's not just outside where the Sportage is sleeker than before. The interior also features a new, more streamlined dashboard that ditches the tall, oddly shaped air vents, while the unit that houses the car's dual displays is now thinner and has smaller bezels. As before, though, every model comes with an impressive 12.3-inch touchscreen, which is paired with either a 4.2-inch or 12.3-inch instrument panel, depending on which trim level you go for.

Now, though, they're running Kia's latest infotainment system called "Connected Car Navigation Cockpit". The name might not be very snappy, but the software certainly is, with menus that load quickly, and we like the fact that the icons are much larger than before, which helps make the system easy to navigate. And it needs to be, because there are so many menus and sub-menus to potentially get lost in.

There is, however, a control centre for some key functions, as on a smartphone, that's easily accessed by swiping down on the touchscreen. Apple CarPlay and Android Auto are both

F KE 1500
www.kia.com

ESSENTIALS

Kia Sportage Hybrid GT-Line S

Price: £42,125 **On sale:** Now

Powertrain: 1.6-litre 4cyl petrol hybrid

Power/torque: 235bhp/280Nm

Transmission: Six-speed automatic, front-wheel drive

0-62/top speed: 7.9 seconds/121mph

Economy/CO_2: TBC

Size (L/W/H): 4,540/1,865/1,645mm

ON THE ROAD
Of the two powertrains on offer, we prefer the hybrid, especially now that it has a more powerful e-motor and an updated auto 'box

Kia Sportage

FIRST DRIVE Big-selling SUV benefits from a new look, better tech and an improved hybrid powertrain

wireless now, and as an added bonus in top-spec models, your navigation apps can be integrated into the car's head-up display – a first in any Kia.

The Sportage's futuristic-looking two-spoke steering wheel is borrowed from the EV3, but more importantly, features physical buttons, including two new ones for changing the drive or terrain modes more easily. The Sportage's curious switchable panel remains, allowing you to toggle between infotainment shortcuts and climate controls, but the small icons can make adjusting the fan speed, for instance, a bit fiddly.

The centre console still features physical buttons too, but instead of the piano black plastic you used to get in the Sportage – which, as in any vehicle, was a magnet for dust, fingerprints and scratches – there's now a grey brushed finish.

This first test of the new Sportage was in a pre-production prototype, and we were told material quality wasn't quite up to snuff, although it all felt substantial. Our main gripe was the dark materials that contrast with those in cars such as the Skoda Enyaq and Peugeot 3008. They use fabrics and other materials in places, and feel more welcoming.

Naturally, cabin space in the Sportage is the same as before. There's enough room to seat three across the back, plus plenty of head and legroom for six-foot-tall adults to sit comfortably behind anyone of similar stature. If you've got small children, there are two sets of Isofix mounting ▸

points on the outer rear seats, plus mid-spec and range-topping models have USB-C charging ports handily embedded in the backs of the front seats.

There's up to 591 litres of boot space as well, or with the 40:20:40-split rear seats folded down, you can cram in up to 1,780 litres' worth of stuff. Either way, luggage capacity is more than in the Qashqai, if not quite as much as in the Hyundai Tucson.

Right now, the new Kia Sportage is available with a pure-petrol engine or a full-hybrid powertrain, and we've had a chance to sample both. Company car drivers looking for a low-BiK model will have to wait a little while longer, because the plug-in hybrid version with over 40 miles of pure-electric range is not rejoining the line-up until later this year.

As before, every car has a 1.6-litre turbocharged four-cylinder petrol engine that, left to its own devices, produces the same 148bhp. It's paired with a six-speed manual gearbox in the most basic model, but the pure-petrol prototype we drove had the optional seven-speed dual-clutch automatic.

With no hybrid assistance, the engine needs to be worked harder, and accelerating causes it to emit a gruff, almost diesel-like tone. Overtaking on the motorway in particular is a noisy job, with the gearbox indicating it's kicked down quickly and the increased volume from the engine confirming as much; however, there's then a second or two's delay before the car starts to steadily gain speed.

The hybrid versions of the Sportage already offered a smoother, more refined driving experience, but there was room for improvement, especially compared with rival Toyota's electrified powertrains. In response, Kia has fitted a more powerful electric motor that means the full-hybrid model now has 235bhp at its disposal, up by 23bhp. The six-speed automatic transmission has been updated too, and the new regenerative braking system includes paddles behind the steering wheel for drivers to adjust the strength.

The extra oomph from the e-motor is obvious immediately, because the Sportage now feels more enthusiastic when setting off and around town, and the engine hardly chimes in any more. At higher speeds, we also noticed we were cruising along with the engine off and small bouts of acceleration can be handled without awakening it. Putting your foot down suddenly can sometimes result in a slight jolt, as the hybrid system juggles the two power sources, but once you're up to speed, the transmission shifts quickly to calm the engine.

COMFORT

Soft suspension gives a smooth ride that's ideal for a family car, and there's precious little wind noise inside, even at motorway speeds

Otherwise, the driving experience is unchanged in this new model. The light steering and great all-round visibility make this a surprisingly easy car to pilot around town – especially if you go for a hybrid model, which we recommend. The Sportage feels stable cruising on the motorway too, and wind noise is muted. The soft suspension set-up means the ride is comfortable and great for coping with bumpy roads, which is what the majority of buyers will be looking for in a family car. The only downside is that the Sportage wallows around corners – a bit more body control won't go amiss.

Prices for the new Sportage start from £30,885 – slightly more than the outgoing model – but the hybrid version costs from £34,425, which is nearly £2,000 less than it did before. Both are available in three trim levels: Pure, GT-Line and GT-Line S.

Standard equipment across the range includes a 12.3-inch touchscreen, wireless Apple CarPlay and Android Auto, sat-nav, a reversing camera, parking sensors all-round and multiple driver-assistance features, such as driver-attention monitoring and Kia's 'lane-follow assist 2.0'. Smart cruise control with stop and go functionality also comes as standard on versions without a manual gearbox.

Entry-level Pure models feature 17-inch alloy wheels, LED headlights, a 4.2-inch driver's display, black cloth seats and silver roof rails. You can only get the entry-level petrol engine with a six-speed manual gearbox in this trim, while higher-spec models have the option of a seven-speed dual-clutch automatic, or it's fitted as standard.

Upgrading to GT-Line (a jump of £2,500) also adds 18 or 19-inch rims, heated front seats, a heated steering wheel, leather and suede seat upholstery, plus sportier styling complemented by gloss black exterior trim.

Finally, range-topping GT-Line S cars go all out, with a 12.3-inch digital driver's display, an openable panoramic sunroof, 10-inch head-up display, eight-speaker Harman Kardon sound system, wireless charging pad, ventilated front seats, a 360-degree parking camera system and blind-spot monitoring, among other driver-assistance tech. This trim level costs £5,200 more than the GT-Line.

INTERIOR
Updated dash has a more streamlined look; screens are the same size, but now run Kia's latest operating system

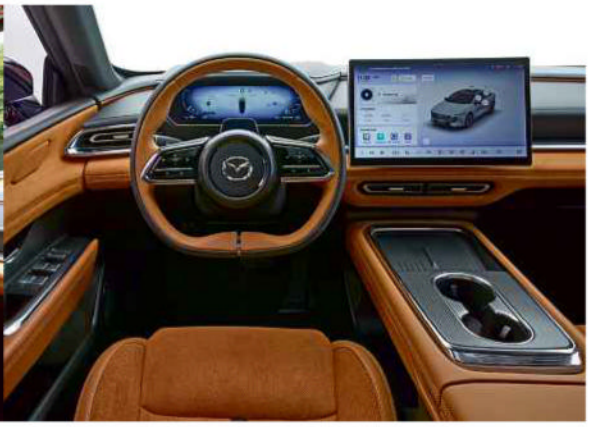
PRACTICALITY
Space is unchanged in the latest updates, but that's no bad thing. There's enough room for three six-footers to sit across the back seat behind similarly sized front-seat occupants

> **"The extra oomph from the e-motor is obvious immediately; the Kia feels more enthusiastic"**

VERDICT ★★★★☆

WE already considered the Kia Sportage to be among the best SUVs around, and things have only got better for this striking family car. Its sleek new look, interior refresh, tech boost and streamlined trim structure bring welcome improvements, while functionality and cabin space are still strong points. The revised hybrid powertrain coupled with the comfortable ride will also make this an even easier car to live with than before, and probably even more popular too.

Mazd



FUNCTIONS Brake regen can only be altered via the touchscreen when in the Individual setting. There are no steering wheel paddles to do this and it can't be changed in Normal or Sport modes

Alex Ingram

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THIS is the new Mazda 6e, a car to replace a model that no matter how often we praised it, never achieved the success it deserved.

The Mk3 Mazda 6 arrived in 2012 and offered buyers a smart-looking, spacious and brilliant-to-drive alternative to the Ford Mondeo, Vauxhall Insignia and Skoda Superb. While the first two have fallen by the wayside and the Superb continues with the same formula that has worked so well for it, the 'e' in the 6's name shows that for this model, Mazda has taken its large family car into the electric era.

For many, the first EV competitor that will spring to mind is the Tesla Model 3, but the 6e is bigger. At more than 4.9 metres long, the Mazda's closest challenger size-wise is the Volkswagen ID.7. That length certainly lends the 6e lots of presence and all models ride on 19-inch wheels. There are eight colours to choose from, plus three interior finishes.

But it's in the cabin where some things start to feel quite 'un-Mazda'. The brand has long favoured physical controls over touchscreens, but it has ditched that approach completely here for a huge display. Beyond the window switches, pretty much everything else goes through the 14.6-inch display. While there is lots of customisation for shortcuts, many features need more than one motion, so we feel it's a step back. Even the lights and wipers can only be controlled through the screen.

This will seem a shame to Mazda fans, because elsewhere, the new car's cabin is really pleasant. The materials in our top-spec Takumi Plus feel sumptuous and the level of finish is close to that of premium EVs like the BMW i4. There are some quirks in its practicality, though. The shallow angle of the boot makes the rear window so small that it's pretty much pointless using the rear-view mirror, for instance. Plus, rear-seat passengers get huge knee room and a wide rear bench, but the floor level is high relative to the seat base.

"The materials in our top-spec Takumi Plus feel sumptuous and the finish is close to premium EVs"

The firm quotes a boot volume of 330 litres, but it looks significantly larger than the official number suggests. The hatchback opening makes the space very easy to access, plus there's a 72-litre 'frunk', too.

In a market where many brands have given up on the simple things that make a car fun to drive at any speed – feel, feedback and well matched control weights – everything in the Mazda range from the MX-5 to the CX-30 is sufficiently responsive to satisfy keen drivers. Unfortunately, the company seems to have changed its approach here.

That's not to say that the 6e is a bad car to drive, because in some areas it's very impressive. A superbly hushed cabin is the highlight, while limited body roll and a neat balance front to rear (Mazda states a 47:53 weight distribution) make it more competent through corners than most of its rivals.

But there isn't that distinct 'Mazdaness' here. The steering's quick rack does a decent job of masking the car's mass, but feels artificial; it's telling that there are two steering weight settings, when most Mazdas just have one that feels right. And on German roads, we found the low-speed ride a little fidgety.

There is also a degree of oddness when it comes to the powertrains. Buyers have a couple to choose from; both use a single motor driving the rear wheels, and both have 310Nm, but one produces 254bhp and the other 241bhp. Curiously, the more potent unit comes with the smaller battery choice – 68.8kWh and 80kWh units are offered.

Due to the different chemistries in each, both packs weigh 480kg, with the larger one offering a longer official WLTP range: 342 miles versus 298 miles. More strange is that the long-range model gets a maximum 90kW charge speed. That's well below the 68.8kWh battery's 165kW capability.

We sampled the smaller battery. Performance feels lively from a standstill, making you think the 7.6-second 0-62mph time is pessimistic. But acceleration tails off as the speed increases.

European models go on sale in September, yet the UK won't be getting right-hand-drive cars until

ON THE ROAD
The 6e handles competently and is refined, while performance is fine for a family hatchback

ESSENTIALS
Mazda 6e

Price: £45,000 (est) **On sale:** Early/mid 2026
Powertrain: 68.8kWh battery, 1x e-motor
Power/torque: 254bhp/310Nm
Transmission: Single-speed automatic, rear-wheel drive
0-62/top speed: 7.6 seconds/105mph
Range: 298 miles
Max. charging: 165kW (20-80% in 24 minutes)
Size (L/W/H): 4,921/1,890/1,491mm

a 6e

FIRST DRIVE Electric family car has a lot going for it, but its breakaway from traditional Mazda values might upset some

the first half of 2026. But if European prices are anything to go by, the 6e could offer tempting value; we predict UK figures of between £45,000 and £50,000, depending on trim and battery.

Equipment levels look to be strong, too, with the likes of ventilated wireless smartphone charging, a dual sunroof, a Sony audio system with speaker headrests that can be used for private hands-free calling, blind-spot monitoring, rear cross-traffic alert and vehicle-to-load tech all available.

VERDICT ★★★⯪☆

VIEWED purely as an electric family car, there's lots to like about the 6e. Refinement is superb, fit and finish is impressive and the cabin is fairly spacious. But Mazda's key qualities of beautiful feel and feedback through the driving controls and ergonomics are missing. Feeling like a Mazda was always a good reason to choose one over any rival – without that, the 6e seems short of a USP.

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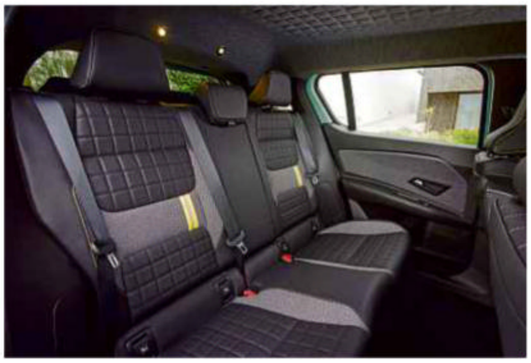

THE retro-themed Renault 5 has dominated the headlines when it comes to stylish small cars, ever since it launched late last year. But if truth be told, we've been holding out for its eye-catching Renault 4 sibling, with one eye fixed on the R5's biggest failing: its compromised practicality.

Sure, the 5's got a decent boot for something so compact, and there's enough room up front for taller adults to get comfy. But force your friends into the rear and they'll not be thanking you for anything longer than a short hop to the shops.

The Renault 4 gets a bit more head and legroom in the back thanks to its boxier SUV shape. There's still not very much room under the front seats for your feet, and the high floor means it's short of under-thigh support, but overall, there's just about enough room for those approaching six feet tall not to feel too hemmed in. It's just a shame our car's dark interior doesn't add to that sense of space.

Its boot capacity is bigger than the R5's, too, to the tune of 94 litres (420 litres total, 1,405 litres with the rear seats folded), with 55 litres hidden under the floor. The load lip is particularly low and there is no step to haul things over, but the trade-off is a frankly huge tailgate that often meant parking slightly further away from a wall than we might have liked. You'll need quick reactions if you want to avoid damaging the electrically operated bootlid on top-spec Iconic cars, too.

On the road, the R4 continues to impress. It feels neatly tied down, despite Renault claiming it has a slightly softer set-up than the 5, with a willingness to change direction that's missing in lots of its rivals. The Renault 4 is still quite stiffly sprung, though, with a hard-ish edge to the ride around town. Things are much smoother at higher speeds, however.

While the 5 is offered with a choice of batteries and motors, the 4 only gets the larger 52kWh pack and 148bhp front-mounted motor. It costs a bit more (prices start at £26,995 – £2k more than a like-for-like 5), but every version has an official range of at least 241 miles, and performance is peppy.

While it might not sound like much, the 148bhp output can occasionally overwhelm the front wheels. Torque steer is noticeable at times, without having a detrimental effect on the driving experience. The R4, like its smaller sibling, is really good fun to drive.

Knock it from Sport into the Comfort setting and you've still got enough power to surge away from junctions or traffic lights. But Eco pegs things back significantly, and you may struggle to maintain a steady speed on steeper inclines. We'd leave that mode for when you really need to maximise efficiency.

That shouldn't be often, though, because we saw 3.8mi/kWh over a mixture of roads – including stop-start London traffic, a long motorway run and some more enthusiastic driving on our favourite rural roads. That equates to just shy of 200 miles on a full charge, and we reckon a more considered driving style would see you get much closer to the car's stated WLTP range of 241 miles.

One thing we really like about the 4 compared with every R5 we've driven, is the introduction of adjustable regen and a one-pedal drive mode, although we're told that this feature will be added to the R5 "during its lifecycle". The system is intuitive to use, and can slow the car to a controlled stop without using the brake pedal at all.

Renault claims a 100kW peak charging speed, although we saw no more than 65kW on a 150kW charger, having plugged in at around 40 per cent. It maintained this speed pretty consistently to almost 80 per cent, however, which was good to see.

The 4's dash and infotainment system is an almost-wholesale carryover from the R5. The materials used are mostly very good, with the exception of some scratchier plastics lower down, and a cheap-feeling lid to the small bin in the centre console. The comfortable seats apparently have different padding to the 5's – and the squared-off bonnet makes placing the car easy when parking.

We'd opt for the mid-spec Techno version. It costs £2,000 more than the basic Evolution, but adds roof bars, privacy glass, ambient lighting and a bigger instrument cluster. The flagship Iconic spec includes two-tone paint, heated seats and steering wheel, plus extra safety features as standard.

TECH Renault's infotainment and digital dash screens (right) are clear and easy to read, while Google-based software is intuitive. Functions include Google Maps with built-in EV routing

ON THE ROAD
Performance is good and we saw nearly 200 miles from a charge. Driver-assistance alerts are loud, but can be muted through the 'My Perso' button

Renault 4

FIRST UK DRIVE R5's bigger brother adds extra practicality and tech to the mix to make a capable urban-focused EV

ESSENTIALS

Renault 4 E-Tech Iconic

Price: £30,995 **On sale:** Now
Powertrain: 52kWh battery, 1x e-motor
Power: 148bhp/245Nm
Transmission: Single-speed auto, front-wheel drive
0-62mph: 8.2 seconds
Top speed: 93mph
Range: 241 miles
Max. charging: 100kW (15-80% in 30 mins)
Size (L/W/H): 4,144/1,808/1572mm

VERDICT ★★★★½

GIVEN our glowing reviews of the Renault 5, we had high hopes for the bigger, more practical 4 – and our first drive on UK roads shows the car in its very best light. This is still a small, urban-focused EV, but one that can now double as a compact family car capable of occasional long trips. As with its retro sibling, it's got charm and character by the bucketload; opt for the mid-spec Techno trim and you'll have one of the best-value new EVs currently on sale.

Nissan

FIRST DRIVE Hot on the heels o
welcome improvements to the b

Ellis Hyde

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THE Nissan Qashqai received much more aggressive styling and new Google-backed tech as part of its extensive mid-life facelift last year, but there were no changes under the bonnet at the time. However, the next evolution of the company's e-Power hybrid system is now finally ready to be rolled out later this month.

The unique set-up is designed to give as close to an EV-like driving experience as possible – without any worries about range or charging – by using only an electric motor to drive the front wheels. The petrol engine acts solely as a generator to charge a 1.8kWh battery, which in turn powers the e-motor.

For the third iteration of e-Power, Nissan has designed an all-new five-in-one electric drive unit that shares its core components with the latest Leaf EV. With everything in one unit, not only is the system now more efficient, it also emits less noise and vibrations to help improve refinement.

There's also a new, dedicated 1.5-litre three-cylinder petrol engine with a larger turbocharger, so the motor doesn't rev as high on the motorway, further boosting refinement and efficiency, while Nissan's 'STARC combustion concept' supposedly improves thermal efficiency by up to 42 per cent. At the same time, Nissan has also increased the service intervals from 9,000 to 12,000 miles, so buyers will save money on maintenance.

The result of all this is that the Qashqai e-Power can now average up to 62mpg, compared with roughly 54mpg before. The reduced fuel use at higher speeds allows the car to go a potential 745 miles on a full tank. Plus its CO_2 emissions have dropped from 117g/km to 102g/km, and the cabin noise has fallen by a claimed 5.6dB.

Nissan has also tweaked the hybrid system's power output, because customers apparently wanted to feel more of a difference when switching into Sport mode. Now, in Normal mode, the e-motor produces 188bhp and 311Nm of torque, but engaging Sport ups those figures to 203bhp and 330Nm; that's enough to whittle the official 0-62mph time down from 7.9 to 7.6 seconds.

To appreciate the improvements in the driving experience, we tested the outgoing and new Qashqai e-Power back-to-back, and there is a definite (if very subtle) improvement in refinement. For instance, the old engine sounded harsher and seemed to emit a constant drone while cruising on the motorway, then roared into life when we floored the throttle. By contrast, the new system is generally much quieter, especially on the motorway, as Nissan promised.

In town, however, we found it impossible to tell the difference between the two cars, which is understandable, because both are propelled by a silent electric motor. We often noticed a delay in power delivery when trying to accelerate, however, which breaks the illusion that you're driving an EV.

We still like the stronger regenerative braking setting, which Nissan calls the e-Pedal mode, that you activate via a button on the centre console. This might not deliver genuine one-pedal driving, but it does slow the car considerably when you lift off the throttle, and helps in town-centre traffic. The only downside is that, on the open road, the brake pedal doesn't feel as natural as with the system off.

Nissan says it's also updated its 'ProPilot' adaptive cruise control system. The improvements include an automatic and predictive speed-limit function, which can slow the car before a new restriction.

Of course, a lot of buyers prefer to go without the various safety and driver-assistance systems, which is entirely understandable. We had to deal with some incessant bonging from the various systems during our test drive.

Turning each system off requires the use of buttons on the steering wheel to trawl through menus on the digital driver's display, which is as slow, overly complicated and distracting a process as it sounds. Happily, you can set up a personalised profile for the Qashqai's ADAS suite, and quickly activate it by tapping a single button on the wheel.

We've been told the new Qashqai e-Power will cost the same as the existing version, which is available from £34,860 – nearly £2,000 more than a less efficient mild-hybrid automatic model in the same trim. The first cars with the new and improved set-up are due to reach customers by September.

ESSENTIALS

Nissan Qashqai e-Power Tekna+

Price: £39,155 **On sale:** Now

Powertrain: 1.5-litre 3cyl petrol hybrid

Power/torque: 203bhp/330Nm

Transmission: Single-speed automatic, front-wheel drive

0-62/top speed: 7.6 seconds/105mph

Economy/CO_2: 62mpg/102g/km

Size (L/W/H): 4,425/1,835/1,575mm

ON THE ROAD Lower running costs may grab headlines, but improved refinement also makes the updated hybrid system easier to live with

VARIETY To make the drive modes more distinct from each other, the e-motor develops more power in Sport mode than in Normal

PERFORMANCE
Changes to the hybrid system have cut the car's 0-62mph time, as well as boosting its economy and cutting CO2 emissions

Qashqai e-Power

f last year's facelift come some
rand's unique hybrid system

INTERIOR
Updates introduced last year included nicer materials on higher-spec models, along with improvements to the infotainment system

VERDICT ★★★★☆

THE Qashqai e-Power is a unique, and slightly unusual, proposition. Around town, its clever powertrain delivers a genuinely EV-like drive, while this updated version brings noticeable improvements in both refinement and fuel economy. Plus it will be cheaper to run, in terms of trips to the pump and maintenance, which buyers will appreciate in the long term.

FAST BRANDS

SERIES #5 TOYOTA GR

WHAT IS GAZ

INSIDE LOOK AT TOYOTA GR, THE “ME

Given just how much it has achieved, it's hard to believe that GR was founded less than 20 years ago. We visit the team's HQ to see what's behind its meteoric rise

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GAZOO might sound as if it comes straight from the Black Lace songbook, but in fact it’s Toyota’s performance brand, which has gone from zero to hero in just under a decade, securing wins on both road and track.

What is it, though, what makes it special, and why does it have such a strange-sounding name? To find out, we got behind the wheel of arguably Gazoo’s finest creation, the GR Yaris, and headed to the firm’s headquarters in Cologne, Germany, for an exclusive tour of its development facilities and historic racing museum.

WHAT IS GAZOO RACING?

PRODUCING cars for both keen drivers and the upper echelons of motorsport, Gazoo Racing is Toyota’s motorsport division. However, those familiar with the manufacturer's history will know that it’s not the only one, nor is it the first.

GR was founded in 2007, and Toyota’s previous racing and road car achievements can be attributed to both Toyota Motorsport GmbH (TMG) and Toyota Racing Development (TRD) respectively, both formed years earlier.

With Toyota having already secured victories in rallying through the Celica and Corolla, plus strong finishes in sportscar racing (including Le Mans) with the GT-One, Gazoo Racing arrived at a time when TMG was struggling with its entry into Formula One; Toyota was bleeding cash and off the leading pace, despite having drivers of the calibre of Ralf Schumacher and Timo Glock.

GR was originally devised as a means to train up junior mechanics, with the goal of entering the Nürburgring 24 Hours race, and Toyota’s so-called Master Driver, Hiromu Naruse, was called in to supervise.

The concept of a Master Driver might seem a bit cheesy, but it’s something Toyota takes very seriously, with the person bearing this title getting final say on the driving dynamics of the firm’s cars.

We sat down with GR’s current Vice chairman, and three-time Le Mans winner, Kazuki Nakajima, who told us, “Having a Master Driver is what makes Gazoo Racing really stand out.”

Today, Toyota’s Master Driver is Akio Toyoda, the grandson of the company’s founder and sitting president. But it was only through intense training under Naruse that Toyoda was able to gain this title and take on his racing pseudonym, Morizo.

Nakajima famously told his corporate bosses, “Somebody in [his] position, who doesn’t know the first thing about driving, shouldn’t make passing comments about cars. The least [he] can do is learn how to drive.”

While such a comment in any other scenario would have resulted in the test driver being fired,

EXPERIENCE
Our man (far left) with Kazuki Nakajima, who has won the Le Mans 24 Hours three times as a Toyota driver, and the GT-One, the brand's first entry into Le Mans

> “WHAT’S IMPORTANT FOR GR IS THAT WE ALWAYS HAVE OUR MASTER DRIVER. WE CAN CLEARLY SAY THAT [MORIZO] IS A TRUE CAR LOVER. I MEAN THE PASSION HE HAS FOR DRIVING IS REAL”
>
> **KAZUKI NAKAJIMA** GR Vice chairman

ZOO RACING?

EISTERS OF THE NURBURGRING”

Pete Gibson

the Japanese hold the utmost respect for racing drivers and their skills.

This being the case, Naruse instead took Toyoda under his wing, setting him on a path of transformation. This would take him from what some might perceive as a company executive who'd gained his status thanks to his family connections, to the next ‘Master Driver’, and stepping into the racing seat himself.

“What’s important for GR is that we always have our Master Driver,” Nakajima said. “We can clearly say that [Morizo] is a true car lover. I mean the passion he has for driving, as well as his capability to feel the car properly, is real.”

WHY IS IT CALLED GAZOO RACING?

GAZOO Racing got its name from a website Toyota was operating at the time; *Gazoo.com* was set up in the mid-2000s to sell second-hand Toyotas using photographs posted online. The name Gazoo itself is derived from the Japanese word for “picture”, and given that the name “Toyota Racing” was already taken, Naruse and Morizo went with GR instead.

While GR’s first racing entry in the 2007 Nürburgring 24 Hours was unexceptional – Team Gazoo finished a mediocre 104th – it still sparked the idea that racing could be an invaluable tool for developing road cars. With this in mind,

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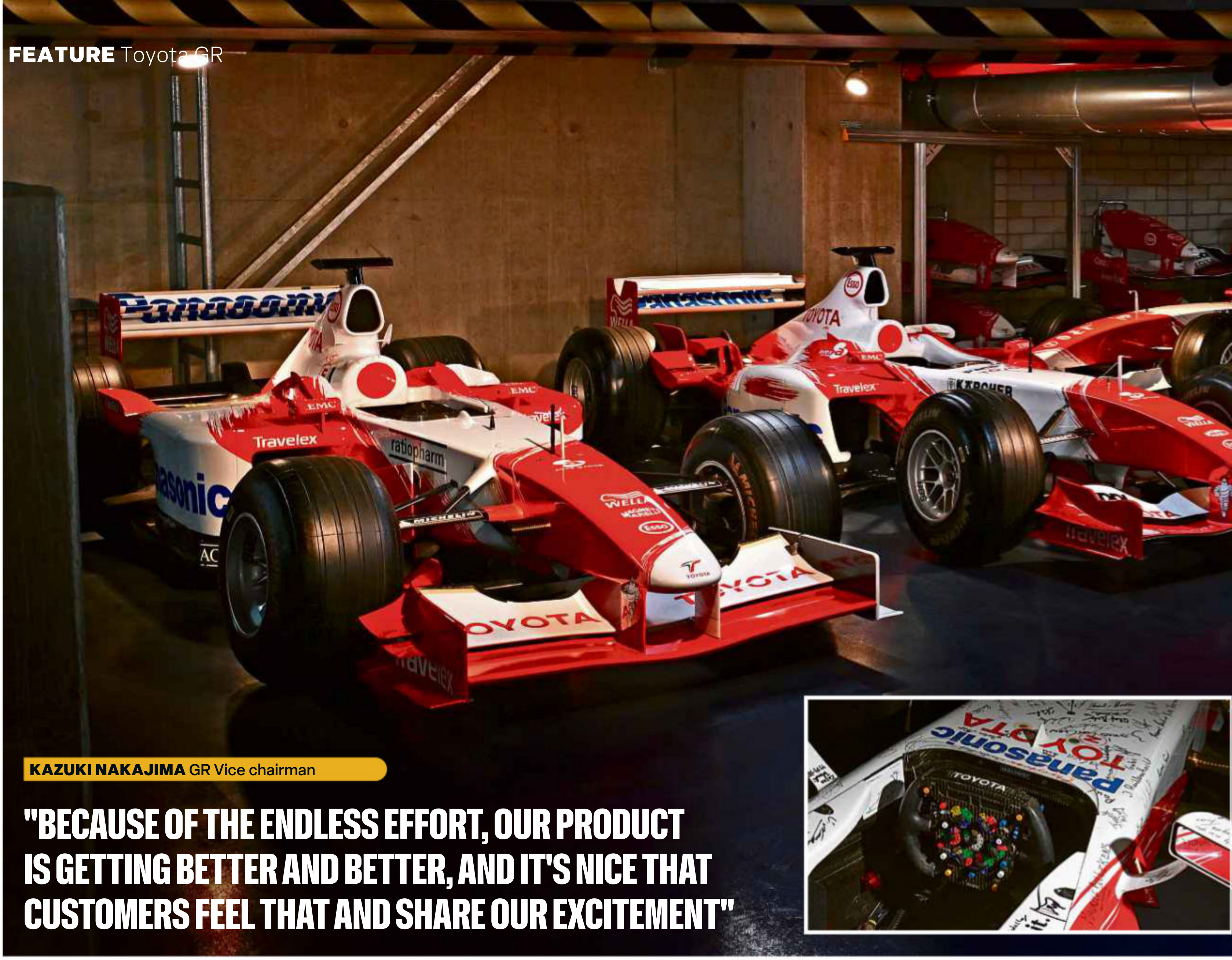


KAZUKI NAKAJIMA GR Vice chairman

"BECAUSE OF THE ENDLESS EFFORT, OUR PRODUCT IS GETTING BETTER AND BETTER, AND IT'S NICE THAT CUSTOMERS FEEL THAT AND SHARE OUR EXCITEMENT"

Gazoo returned to the Nürburgring the following year with a mysterious development car, which bore the designation LFA.

Yes, that's right; Gazoo Racing was very much involved with the development of what has become one of the most beloved modern supercars: the shrieking V10-powered Lexus LFA. Following this, Gazoo also raced pre-production versions of the Toyota GT86 – another lauded future classic – and continues to compete in the Nürburgring 24 Hours to this day.

Nakajima told us that the philosophy of racing closely mirrors that of the GR development team, explaining that "The cycle of 'Push the limit, break the car, fix the car', which we use in motorsport, is exactly the same as what's used on the road car side. Because of this endless effort, our product is getting better and better, and it's nice to see that customers feel that and share our excitement."

However, disaster struck in 2010 when Naruse was testing the hardcore Nürburgring Edition of the LFA and suffered a fatal crash. Morizo reflected on the early days of Gazoo with Naruse, saying, "Back then, I was overcome by various disappointments: the disappointment of not receiving any support; the disappointment of not being taken seriously, no matter what we did; [and] the disappointment of being belittled, no matter what we did."

Morizo said that such disappointments are the reason why he champions the phrase "let us make ever-better cars", and the team at GR appeared to take this rather literally, spending the next few years tinkering around and developing a hardcore version of the GT86.

WHAT WAS THE FIRST GR CAR?

WITH Morizo designating Gazoo Racing as Toyota's official performance arm in 2015, the Japan-only, limited-edition GT86 GRMN (Gazoo Racing, Meisters of the Nürburgring) took learnings from Gazoo's time endurance racing with the GT86. It boasted more power than the regular car, along with a custom crankshaft, upgraded suspension, bucket seats and a fairly lairy aero kit.

However, it wasn't the first car to wear the GRMN designation; that was, would you believe, a souped-up version of the iQ city car. Like the

DENSO
TOYOTA
Panasonic

WIDE VARIETY
Toyota has competed in many forms of motorsport, from rallying to Formula 1 and WEC. It's also looking to the future with prototype hydrogen racers (below)

COROLLA
MoviStar
Castrol
4
MICHELIN

CHAMPION
Corolla led Toyota's WRC challenge from 1997, and museum includes title-winning car from 1999

KAZUKI NAKAJIMA GR Vice chairman

> ## "THE DEVELOPMENT CYCLE WE USE IN MOTORSPORT IS THE SAME AS WHAT'S USED ON THE ROAD CAR SIDE"

GT86, this was limited to 100 models and was only sold in Japan; unlike the GT86, however, a second version was sold later, packing a supercharger and more punch.

The UK's first experience of Gazoo was the Yaris GRMN, which was limited to just 600 units worldwide and like other models from Toyota's performance arm, got a heavily revised chassis compared with the standard model. Putting out a healthy 209bhp from its fruity-sounding 1.8-litre four-cylinder engine, the GRMN was a tantalising taster of what hot hatch buyers could expect from GR in just a few years.

Before then, however, Gazoo needed to make the jump from building limited-run specials to series-production performance models. That time came in 2018, with the GR Supra – the fifth generation of the long-running sports car and successor to the legendary A80 Supra.

Created in collaboration with BMW, the Toyota GR Supra was designed to be more focused than the soft-top Z4 with which it shared many of its parts – including the 3.0-litre straight-six petrol engine. Like a thoroughbred, the GR Supra has been developed to be as darty and frisky as possible, with a chassis that, according to Toyota, is more than two times stiffer than even the carbon-fibre tub used by the LFA.

GAZOO RACING'S MOTORSPORT SUCCESS

AROUND the time of the Supra's launch, Gazoo Racing was also making history because, after re-entering the World Endurance Championship (WEC) in 2012, the team won Le Mans in 2018. The winning car was piloted by Nakajima himself, with F1 legend Fernando Alonso, and F1 racer and future Formula E champion Sebastian Buemi.

From here on, GR's racing success only grew, with two more consecutive Le Mans wins at the

▶

RACING HYBRID
DENSO FUJITSU Mobil
AISIN ZENT RAYS
TOYOTA GAZOO Racing

hands of Nakajima and team, as well as a win in the World Rally Championship (WRC) in 2018 with a rally-tuned version of the Yaris.

However, with WRC regulations about to change in 2020 and Toyota feeling a three-door bodystyle would suit its racing efforts the best, the team at Gazoo Racing was set to work to build a full-on homologation special version of the Yaris, similar to the likes of the Audi Sport Quattro and Peugeot 205 Turbo 16 decades before.

The result was the Toyota GR Yaris: one of the greatest modern hot hatches, or performance cars in general, for that matter. Yet despite an impressive 261bhp output (280bhp in updated models), benefitting from four-wheel drive and reaching 62mph in similar time to an Alfa Romeo Giulia Quadrifoglio, none of this is what's most impressive about the hot Yaris.

You see, the GR Yaris shares only its lights, mirrors, and antenna with the standard car. Its roof is made of carbon fibre and the entire car sits roughly 6cm wider than the regular hybrid courtesy of aggressively flared wheelarches.

Bearing this in mind, Nakajima explained how the Yaris specifically, as well as the GR brand as a whole, "is symbolic because it [represents] a change of culture at Toyota, focusing less on the volume and cost-competitiveness of a car and more on making the best car possible."

If you've never driven a GR Yaris, it's important to try and convey how tactile an experience it is, and we certainly don't mean that in a sense of the car being draped in plush, sumptuous materials – something which it most definitely isn't.

The gearbox, for example, is superbly rewarding to operate, with the gearstick perfectly positioned, a short-yet-satisfying throw and emitting the sort of deep 'clunk' whenever you shift that would feel right at home in one of those ASMR videos you see and hear online.

Plus, despite its four-wheel drive system being electronically controlled – drivers can select Normal or Track settings to adjust the torque distribution – the sensation of the car shifting its power around in order to maintain maximum grip is palpable, with the Yaris' rallying pedigree most evident when you're pushing on through the tight, twisting roads of places like the Peak District, where we've explored the GR's abilities.

WHAT'S NEXT FOR GAZOO RACING?

IT'S no surprise, then, that the GR Yaris and its rallying success – three World Championships since 2022 – has turbocharged support for the Gazoo Racing brand; the hot Yaris, for example, has been notoriously hard for buyers to secure an allocation for, while the GR86 (the successor to the aforementioned GT86) made the ticket sales for the Oasis reunion tour seem slow, selling out in just 90 minutes.

Toyota knows this, though, and is beginning to lean heavily on the Gazoo brand with the launch of GR Sport trim levels across the company's line-up, bringing sportier styling and often mild chassis upgrades to more mainstream models.

But those whose appetites won't be whetted by a somewhat sporty trim level now that production of the GR Yaris and GR86 has ended, should fear not; Auto Express recently revealed that the previously US-only GR Corolla will soon be available to UK buyers, with the car being built in Burnaston, Derbyshire, from next year.

In the longer term, however, the team at GR is looking at sustainability as part of Toyota's 'Multi-Path Solution' approach. "There are a lot of interesting projects going on with which we can transfer our technology to [series] production," Nakajima said. "For example, with powertrain engineers working on our H2 hydrogen [WEC] racing concept, this naturally creates conversations of how to bring this sort of technology to the road."

Almost certain to have the GR badge when it reaches production, the FT-Se will be an electric sports car. Toyota has also hinted at a revival of the Celica and MR2 nameplates in the future.

"For years, electric power [for Toyota] has been used for fuel economy, in both hybrids and EVs; as a driver, I think there's a lot more to come, and a lot to play with to create some excitement," Nakajima hinted.

Ultimately, GR's rise to the top has been nothing short of incredible, especially given the short time in which it has been achieved. Toyota's performance arm has managed to churn out future classics at such a speed that it makes the firm's renowned factory Production System look inefficient in comparison.

Akio Toyoda is often quoted for his analogy of a tree, saying that "when unusually rapid growth causes the rings to grow abnormally thick, the trunk weakens and is easily broken". And while this is certainly the case for most firms, the evident passion and expertise at Gazoo Racing are likely to mean it'll be as solid as an oak for years to come.

WINNER
2018 2019 2020
2021 2022
24h
DENSO
33
YARIS
JY-2395
PIRELLI

ROAD CAR
It isn't just rallies that the GR Yaris has won; it was also voted Performance Car of the Year in the Auto Express New Car awards in 2021

RACE CAR

Toyota has competed in the World Rally Championship with the Yaris since 2017, securing the manufacturers' and drivers' championships five times each. Welshman Elfyn Evans won his first event in the car in 2017 and, at the time of writing, is leading the 2025 title race

KAZUKI NAKAJIMA GR Vice chairman

> "FOR YEARS, ELECTRIC POWER HAS BEEN USED FOR FUEL ECONOMY, IN BOTH HYBRIDS AND EVs. AS A DRIVER, I THINK THERE'S A LOT MORE TO COME, AND A LOT TO PLAY WITH TO CREATE SOME EXCITEMENT"

HYPERNORM

LOTUS
LF24 AES

MALISATION

BMW's iX set the large electric SUV standard back in 2021, but fresher rivals have arrived since. We pitch the revised iX against Lotus's Eletre hyper-SUV

Pete Gibson

ESSENTIALS

	BMW iX xDrive45 M Sport	Lotus Eletre 600 Sport SE
Price:	£78,405	£86,715
Powertrain:	100.6kWh battery, 2x e-motors, 402bhp	112kWh battery, 2x e-motors, 603bhp
0-62mph:	5.1 seconds	4.5 seconds
Test efficiency:	3.5 miles/kWh	2.4 miles/kWh
Official range:	367 miles	305 miles
Annual VED:	£620	£620

BMW iX vs LOTUS EL

British hyper-SUV has refreshed German champion in its sights

LARGE SUVs are always about making a statement. Bold looks that sometimes border on the brash, sumptuous luxury and often a mantra of "bigger is better" sum up these creations. With electric power, they can deliver stronger performance than their ICE ancestors, and battery tech is finally reaching the point where range is no longer a worry.

Few premium SUVs delivered as much shock and awe as the BMW iX did on its arrival four years ago. The shock was obvious, because many BMW fans struggled to come to terms with the divisive looks. The awe came from those who drove it; this was a car that blew the competition clean out of the water.

Now, there's a fully updated version, which led us to the question: which large, electric SUV would have the best shot of taking its crown?

Step forward the Lotus Eletre. Times for the brand might be a little turbulent, but that's not the fault of its products; the mind-blowing Evija hypercar and the superb Emeya five-door are both strong additions to Hethel's sports-car roots, still strongly represented by the Emira. But does its flagship SUV have what it takes to overcome the iX? Previous encounters suggest the BMW is in for a tough fight.

HEAD TO HEAD

CONTENDERS

BMW iX

SINCE its release in 2021, the iX has proved to be an incredibly tough car to beat in the large premium SUV class, seeing off one rival after another in all our group tests.

Don't think for a minute that its success has caused BMW to let any complacency set in, though; a raft of mid-life updates have been introduced to improve the car's performance, efficiency and in-car tech. The entry-level xDrive45 model on test here replaces the outgoing xDrive40, and in M Sport trim it costs £78,405.

TECH HIGHLIGHTS

BMW has overhauled its EV powertrain set-up for the iX, bringing more efficiency and power; the base xDrive45 now produces 402bhp. That's some way short of the Eletre, whose line-up kicks off with 603bhp. Go for the range-topper and there's 905bhp on tap, enough for a 2.95-second 0-62mph time. Both cars get air suspension and the Eletre's hunkers down into the road at higher speeds to reduce drag.

ON THE ROAD

BOTH cars ride and handle impressively, but the BMW delivers a better overall package. The Eletre is slightly sharper, especially when pushed hard, but the iX runs it close while returning superior ride comfort and refinement. The Eletre's main advantage from behind the wheel is the wheel itself. The steering feels a little more naturally weighted than the BMW's and the thinner, firmer rim is nicer to hold.

PRICE AND RUNNING

WHILE energy efficiency won't be at the forefront of buyers' minds at this price point in running cost terms, the BMW's stronger scores in this area enable it to travel much further on a charge. At 2.4 miles/kWh, the Lotus achieved around 260 miles in our hands; the BMW, despite a battery whose net capacity is 13kWh smaller than its rival's, could cover more than 330 miles between top-ups – a big advantage.

ETRE

Lotus Eletre

TO many, the thought of a Lotus SUV will jar against the ethos of a brand famed for its lightweight sports cars. But the harsh reality of the modern car industry is that if low-volume sports cars are to remain, then more popular and profitable models need to exist alongside them; it's a strategy which Porsche executed with huge success with the Cayenne and later the Macan.

The Eletre looks competitively priced compared with the iX on paper, with the 600 model starting from £86,715.

FOLLOW THE LEADER
BMW's iX set the standard in the class when it was launched, but the Lotus Eletre has the German SUV firmly in its sights

PRACTICALITY

NEITHER car is short on space. Headroom is seemingly endless in the iX, while the flat floor makes the cabin feel light, airy and spacious. The Eletre is very marginally tighter above than the BMW, but nothing else in the segment comes close for knee room – it's simply vast. An optional four-seat package makes the Lotus's rear quarters feel even more opulent, with superbly comfortable massaging seats.

SAFETY

THE BMW iX scored a maximum five-star Euro NCAP rating when it was tested in 2022, and every model has adaptive cruise control. The Lotus Eletre hasn't been tested by the organisation, although it is loaded with standard driver-assistance tech, which uses LiDAR sensors to maintain the car's speed and position within a lane. Digital side mirrors are also optional, although we still prefer the standard units.

OWNERSHIP

THE Eletre's five-year warranty beats the iX's by 24 months. When it comes to charging, the Lotus is a very clear winner. While the revised iX gets improved charging speeds of 175kW (and 195kW on range-topping models), the Eletre can be refreshed at up to 350kW. Find a charger that can keep up, and it means that a 10-80 per cent charge takes just 20 minutes. A 10-80 per cent top-up in the BMW takes 34 minutes.

OF the big three German manufacturers, BMW is the one whose EV family has really flourished. Although Audi has shown flashes of brilliance, and Mercedes struggles to balance tech with aesthetic design, much of the Munich firm's output has consistently delivered where its rivals have faltered. The iX is one of the best examples of BMW's EV range.

Look past the bold design that won't be to all tastes and the iX has never been short of talent – in numerous areas, it became the undisputed class leader on its launch. Four years on from its arrival, its maker has delved deep into the electric powertrain's inner workings to create an even more polished product that builds on the strengths of the original.

ENGINES & PERFORMANCE 4.6/5★

BMW has completely overhauled the iX range's powertrain line-up, diving into the nitty-gritty of what makes it tick to deliver improvements in both performance and efficiency. New power-inverter tech, tweaked motors and revised software all feature, as do fresh battery packs.

The results are fairly profound, particularly at the entry point of the range; the xDrive45 replaces the previous 40 model, gaining 81bhp to take total power to 402bhp. The result is a 5.1-second 0-62mph time – a full second quicker than its predecessor. Better still, its battery has grown 30 per cent larger, to 94.8kWh, which means that range – previously a weaker factor in the old base model – is now so good that we think it's the pick of the new line-up.

If you do want to go further between charges, then the xDrive60 can offer just that, thanks to a 109.1kWh battery. At 537bhp, it's quick, too, with 0-62mph taking a mere 4.6 seconds. The most potent version is the M70. Here, there's 650bhp and a thumping 1,100Nm of torque, propelling this 2.6-tonne beast from 0-62mph in 3.8 seconds.

DRIVING 4.5/5★

FEW cars can compete with the iX when it comes to noise levels and refinement, but it's the fact that BMW has created an SUV that both rides and handles so brilliantly – when some rivals struggle to do just one of those things well – that impresses most.

AROUND TOWN There's no debate when it comes to refinement: the iX is staggeringly good. At low town speeds, tyre noise is almost imperceptible from inside the cabin, giving the car a hushed environment that is normally the preserve of full-blown luxury saloons.

The ride for the most part is sublime, too, but the few niggles we have here present themselves at low speeds; there's a tendency to thump into larger bumps, which betrays the car's weight, and there's just a touch more fidgeting over smaller bumps than you'll find in rivals such as the Mercedes EQE SUV.

A & B-ROADS The iX's steering is light and direct, which does a superb job of hiding the car's mass. At least until you start to push the tyres to the limits of their grip, that is – at this point, the front tyres begin to squeal and then gently wash wide. Work within that limit, and its road manners are deeply impressive.

It's an achievement for any car to both ride and handle so competently, let alone one as large as this. With the mass of the big battery located low in the iX's body, and between the front and rear axles, it feels very predictable, stable and easy to drive.

MOTORWAY Long, high-speed cruises are when the iX settles into its best work. Stability is unflappable, while any fidgeting that can be felt at low speed completely vanishes, revealing an utterly superb ride quality. Combined with the still-eerie lack of road noise and minimal wind rustle, there is little else on the market that feels so relaxing.

MPG & RUNNING COSTS 4.5/5★

UPDATES for the iX give it efficiency scores that are as good as anything in its class. It is still fundamentally a very large, expensive SUV, though, so don't expect tiny bills.

EV RANGE/ BATTERY/CHARGING A big part of the effort made to improve the iX in its mid-life updates has focused on one of the car's previous weaknesses: its so-so efficiency. All of those changes to the electrical system, plus other improvements such as lower-resistance wheel bearings, have generated very strong results.

Our test return of 3.5 miles/kWh is very good for a car of this size, and a significant improvement on what we had achieved in earlier models. What was more impressive is that on long motorway runs, where many EVs tend to increase their energy consumption, the iX continued to remain strong. As a result, we found that the xDrive45 version, even with the smallest battery of the line-up, could still achieve a real-world range of more than 320 miles – even when much of that distance was covered at around 70mph.

While we're yet to gather thorough test efficiency figures for the larger-battery xDrive60, should it even come close to matching the lower model's returns, we can see little reason why it shouldn't be far off equalling its claimed range of 370-426 miles in everyday driving. The sportier M70 takes

BMW i

BMW hit the ground running with

MODEL TESTED:
BMW iX xDrive45 M Sport

PROS
- Fantastic comfort and refinement
- Impressive range and efficiency
- Fabulous, spacious interior

CONS
- Slightly fidgety ride at low speeds
- Some rivals have an even larger boot
- Looks won't be for everyone

TESTER'S NOTES

ALL of the small efficiency tweaks no doubt help the iX to eke out every last fraction of a mile per kilowatt-hour, but the fundamental structure no doubt helps, too. BMW's CLAR platform uses carbon fibre extensively, and often it's clear to see its use – just look at the door opening and sills to see exposed sections of the material.

At 0.25Cd, the coefficient of drag is fairly low for such a big vehicle, too, although that large frontal area means that it will still not cut through the air as cleanly as one of the brand's smaller models.

Alex Ingram
Chief reviewer

X

the iX. Has the updated model raised the bar?

PRACTICALITY

The 500-litre boot (below right) is smaller than some rivals', but should be sufficient for most families. Fold the seats and there are 1,750 litres to play with

> "IT'S THE FACT THAT BMW HAS CREATED AN SUV THAT RIDES AND HANDLES SO BRILLIANTLY THAT IMPRESSES MOST"

a slight hit in range compared to the 60 with which it shares its battery size, with a WLTP range of up to 365 miles.

Charging speeds are strong, too. The 45 models can be replenished at up to 175kW, while the 60 and the M70 can charge at up to 195kW. More advanced cooling and software tweaks ensure that this power is delivered more consistently and closer to the maximum level than before, and the manufacturer has also introduced a release button to free the plug if any charger issues arise.

TAX VED rates are consistent with any car costing more than £40,000, and the annual charge of £620 from years two to six is unlikely to deter buyers who can afford to buy a model such as this in the first place.

INSURANCE All versions of the iX sit in the highest group 50 band for insurance, which means the new 45 base model is three groups higher than the 40 variant it replaces.

DEPRECIATION The earlier versions of the iX suffered from fairly steep depreciation – much like any other expensive SUV – but residual values expert CDL expects the revised model to fare a little better. After three years or 36,000 miles, the xDrive45 M Sport is predicted to cling onto 46 per cent of its asking price – although that's still a little behind the figures of the Mercedes EQE SUV.

INTERIOR & TECHNOLOGY 4.5/5★

CLASS-leading cabin has changed little in the updates, with more standard tech than ever.

DESIGN Step inside the iX, and it's clear this is a BMW range-topper: the design, finish and quality are all truly fantastic. The materials – whether you consider the suede-like or leather finishes – feel expensive, and the overall look is like nothing else in the class.

The mid-life refresh has introduced a more standard-looking three-spoke steering wheel in M Sport models, plus a more subdued colour scheme than earlier cars. We think that's a bit of a shame, because the colours and quirkiness of the pre-updated models set it apart from the competition even more.

However, these features are still available on the Sport trim, although the more assertive exterior look of the M Sport cars will likely see them find more buyers.

TECH AND INFOTAINMENT All versions of the iX are laden with standard kit, and BMW has revised the M Sport models to cement their position as the most popular options in the range. This trim includes a sportier front-seat design, plus a three-spoke steering wheel, anthracite headlining and M Sport-specific interior trim pieces. The 2025 facelift also offers a new exterior look, which is most distinctive for the M Sport; deeper front bumpers with new side vents emphasise the car's width, while the headlights and grille have been reprofiled – the latter is now available with illumination around its border.

PRACTICALITY 4.4/5★

THERE are some rivals that offer even more space in one or two areas, but there's little to complain about with the enormous levels of room that the iX provides for occupants.

FRONT SPACE The seats look wide and flat – almost as if they might be short on side support – but sink into them and they are very comfortable. The fixed headrest on M Sport cars is nicely judged, because it doesn't push the driver's head too far forwards, unlike some models with a similar design.

Both the seat and the steering wheel offer lots of adjustment, and the dashboard line is relatively low for a big SUV, so the view ahead is good, too. A deep central bin sits at the rear end of the high floating centre console, but the door pockets aren't particularly large.

REAR SPACE The heavy quilting of the fabric and the wide, flat bench mean that the back of the iX looks somewhere between a car seat and a sofa – and is pretty close to the latter in terms of comfort, too. A completely flat floor means that it's easy for a full complement of three passengers to sink into the forgiving seat cushioning and enjoy the generous head and knee room on offer here.

Headroom in particular is absolutely vast, and while the Audi Q8 e-tron narrowly pips it for knee space, there's mere millimetres in it. The large windows make the rear of the cabin a very light and airy place to sit, too – especially when a panoramic sunroof is fitted.

BOOT SPACE There aren't many buyers who will complain about a 500-litre boot, but that figure means that the iX isn't at the head of its class when it comes to load capacity. Both the Mercedes EQE SUV (520 litres) and the Audi Q8 e-tron (569 litres) offer a little more space. The BMW's rear seats fold almost flat, though, and in this configuration the iX offers a very generous 1,750-litre volume.

RELIABILITY & SAFETY 4.0/5★

EURO NCAP assessed the iX in 2022, and it achieved a maximum five-star rating. Scores were solid across the board, with its highest rating coming in the adult occupant protection category, where the car's eight airbags contributed to a 91 per cent mark. All versions

INTERIOR
Upmarket materials and fine build quality are fitting for a flagship model

SEATING
The BMW's front seats are very comfortable, while there is plenty of adjustment to ensure a good driving position can be found

TESTER'S NOTES

MOTOR regeneration plays a big part in an EV's efficiency, and with so much mass to move around, the iX has plenty of kinetic energy to recover when slowing down while taking load off the mechanical brakes.

BMW has made the most of this with its latest powertrain tech; the xDrive45 can recover up to 195kW of energy when decelerating, while its more powerful rangemates can capture even more; the xDrive60 is capable of up to 207kW of recuperation and the M70 can send up to 222kW back to its battery.

Alex Ingram
Chief reviewer

DETAILS
There is plenty of room in the rear seats, aided by a completely flat floor; the iDrive rotary infotainment controller makes one of its final appearances in a BMW before it's axed; driver gets a 12.3-inch digital instrument cluster

> "STEP INSIDE THE iX, AND IT'S CLEAR THIS IS A BMW RANGE-TOPPER: DESIGN, FINISH AND QUALITY ARE FANTASTIC"

have adaptive cruise control as standard, while the optional Technology Pack adds a smart-parking feature that allows the user to direct the car out of a space via a smartphone app. This is ideal if you're boxed into a tight spot where the doors can't open.

WARRANTY 4.0/5★

BMW gives a three-year, unlimited-mileage warranty, which includes free roadside assistance for the duration, while the high-voltage battery is covered for eight years or 100,000 miles, whichever comes first.

SERVICING 4.5/5★

BMW provides an individual three-year service plan for its 'i' electric range – owners pay £15 per month for the duration to cover all scheduled maintenance.

THE high-end SUV class has never been short of a performance-car brand or two. Porsche effectively kicked off the sector with the Cayenne, while Bentley, Rolls-Royce and even Ferrari and Lamborghini all offer buyers four or five-seat, high-riding, high-performance options – so for Lotus to dip its toe into this market isn't a huge surprise.

Unlike many of those companies, Lotus has gone fully electric, too, and bearing in mind founder Colin Chapman's famed "simplify and add lightness" mantra, a huge, heavy SUV created under the stewardship of Chinese owner Geely, does feel rather detached from what the British firm has built in the past.

Based on our encounters with the Eletre so far, it's clear that there's an awful lot to like here – even if for Lotus traditionalists it'll be hard to trace any of the brand's DNA beyond the oversized logo on the car's nose.

ENGINES & PERFORMANCE 4.5/5★

WHETHER it's building lightweight mid-engined two-seaters or big SUVs, Lotus remains a sports-car brand, so buyers will expect performance from every model in the range. And it hasn't held back with the Eletre.

The range kicks off with the 600: its twin-motor set-up offers 603bhp and 710Nm of torque, which is good for a 0-62mph time of 4.5 seconds. In reality, few buyers will ever wish for any more; straight-line speed is excellent, and enough to see the Eletre pitch slightly onto its rear haunches as the driver demands full power.

Those with a more impatient disposition can demand more performance, though. At the top of the range, there's the 900 powertrain, which ups the ante to the tune of 905bhp and 985Nm of torque. Unlike the 600, the 900 uses a two-speed transmission to help maximise acceleration, and it allows the Eletre to cover the 0-62mph dash in a barely believable 2.95 seconds.

DRIVING 4.4/5★

WHILE it's not without its flaws, the Eletre's ride and handling balance – with the focus on the latter – is among the best in the class.

AROUND TOWN We drove the Eletre in close proximity to the brand's Emeya saloon, and while there were some similarities, the Eletre didn't quite offer the same level of composure and sophistication as its stablemate.

At low speed, this can be felt in its ride comfort; while the Emeya controls its mass well over big bumps, driving over the same road in the Eletre causes its body to sway from side to side a little more. There's occasional crashiness to the suspension over larger potholes and drain covers, which takes the edge off the overall comfort compared with some rivals from BMW, Mercedes or Audi.

A & B-ROADS At higher speeds, the ride starts to settle down, and while there's always an underlying firmness, it feels well judged for a performance SUV. Engage sport mode, and the dampers tense slightly and the air suspension drops slightly closer to the road. Like this, the Eletre feels sharper to drive than the competition; in a class where most cars seem lethargic and wallowy, it is precise and sharp.

Its closest rival in the handling stakes, the iX, can't quite match the Lotus for front-end grip (unless you go for the sporty M70 variant), but it's the steering that sets them apart more. The iX doesn't have the feel and feedback of Hethel's sports cars, although it's well weighted and precise – the former in particular is very rare in this segment.

The Eletre's brakes are powerful, but too sharp for our liking – especially because the throttle is a little soft in its initial response. It makes the controls feel a touch inconsistent.

MOTORWAY An already-hushed cabin is aided by noise-cancelling tech, which allows the speakers to drown out lower-frequency droning sounds, such as tyre roar. As a result, high-speed refinement in the Eletre is superb – and up there with the class-leading iX.

There's still huge performance on offer, too, which makes the Eletre feel fairly effortless to drive. Much like in Sport mode, Range drops the ride height slightly to reduce high-speed drag. The ride height can also be controlled independently of the drive modes via the touchscreen.

MPG & RUNNING COSTS 3.8/5★

RESIDUAL values look reasonable on paper, but an inefficient powertrain harms the Eletre's real-world range.

EV RANGE/ BATTERY/CHARGING At 112kWh (109kWh of which is usable), the Eletre has one of the larger battery capacities in its class, but it doesn't make particularly efficient use of it. Officially, the Eletre 600 is claimed to cover between 329 and 374 miles on a charge, depending on specification and wheel size.

But we struggled to get close to those numbers in the real world. A range of around 260 miles looked like the norm, thanks to a return of 2.4 miles/kWh. That was in warm conditions, too – in winter, we'd expect that number to drop further. While few people will ever cover much more than 200 miles in one stint, we'd like to see more wiggle room on the range – especially in a car at this price point.

There is one saving grace, though, and that's the Eletre's charging speeds. The

LOTUS

Electric SUV broke new ground f

LOTUS
LF24 AES

MODEL TESTED:

Lotus Eletre 600 Sport SE

PROS

Performance is strong

Fantastic interior

Rear-seat space

CONS

Bumpy roads can affect body control

Sloping roof limits boot practicality

Underwhelming efficiency

TESTER'S NOTES

THE Eletre is available with a sound system by British audio firm KEF. Not only do the exposed speaker cones look beautifully intricate, but the 1,380-watt 15-speaker set-up has plenty of punch, too. Many in-car systems are undone by the drone of wind and tyre noise, but not this one; noise-cancelling tech helps here, but the fact that the audio is so crisp and powerful helps, too. In terms of quality, it's right up there with BMW's uprated Bowers and Wilkins set-up – itself among the best systems on the market.

Alex Ingram
Chief reviewer

ELETRE

or sports car firm. Is it a match for the iX?

FEATURES

Rear spoiler has three levels of adjustment, while the 688-litre boot capacity is the figure to the roof and not the windowline, which many rival brands quote

> **"WHILE IT'S NOT WITHOUT ITS FLAWS, THE ELETRE'S RIDE AND HANDLING BALANCE IS AMONG THE BEST IN THE CLASS"**

biggest challenge will be to find public chargers fast enough to keep up, but plug into a network that can handle the 350kW capability, and a 10-80 per cent top-up can take as little as 20 minutes. While we didn't see that number when plugged in, we did note that even with charge levels well over 80 per cent – the point at which many EVs' charge speeds drop off significantly – the Eletre was still capable of taking almost 150kW.

Of course, it's possible to charge overnight at home via the supplied Type 2 cable. One very minor gripe we had here is that thick cables like these naturally want to curl into a circle, but the cable bag that Lotus supplies is a rectangle, which makes it awkward to pack.

TAX The fully electric powertrain will make the Eletre an attractive company-car proposition to those on a suitably high pay grade. Despite the near six-figure price tag, higher-rate income tax payers will face annual deductions of just over £1,000. This will climb to £1,400 in the 2026/27 financial year, though, as Benefit-in-Kind rates for EVs gradually increase by one per cent per year.

INSURANCE Unsurprisingly for a 600bhp-plus SUV, all versions of the Lotus Eletre are ranked in the group 50 category.

DEPRECIATION Holding onto roughly 49 per cent of its original value after three years or 36,000 miles, the Eletre 600's residuals are competitive compared with its German rivals. The more potent 900 version loses more money, though; it's predicted to lose almost 60 per cent of its value over the same period.

INTERIOR & TECHNOLOGY 4.4/5★

HIDE the badges, and many people would be hard pressed to tell that they're in a Lotus. But we mean that in the best possible way, because the design, quality and luxury are all first rate.

DESIGN It's fair to say that luxury hasn't ever been a strong point for Lotus, or something that the brand has given much consideration at all – understandable, given the lightweight focus. But shoddy finishes don't fly in a six-figure SUV, and the good news is that the Eletre's cabin feels like a truly special place to sit. The materials, controls and overall design manage to look unlike any of its rivals', yet feel expensive and well finished, too.

The steering wheel is fantastic to hold, and while some testers thought the switchgear looked a little chintzy, it all worked well. This includes the steering wheel-mounted paddles, with each side effectively split in two; those on the left toggle through four stages of motor regeneration, while the other side scrolls through the drive modes. Temperature can be controlled via the touchscreen display, while a physical toggle below can be programmed to either control the temperature or the fan speed; we set it to the latter, because we found the on-screen temperature controls to be fairly easy to use anyway.

TECH AND INFOTAINMENT Some of the more eye-catching pieces of tech come in the four-seat package. The individual seats are both electrically adjustable and come with various massage functions. Much of this can be adjusted through a centre screen, which also includes controls for the media, audio system and sunroof. The display itself angles upwards towards the users to make it easier to operate.

PRACTICALITY 4.4/5★

REAR-seat passengers have clearly been a focus for Lotus designers, because the Eletre is a truly luxurious place in which to be chauffeured around.

FRONT SPACE Up front, the Eletre offers a clear view of the road ahead, despite a relatively sporty driving position by SUV standards. One minor flaw that we found with the model's frameless doors is that, on a rainy day, water would tend to run off the roof and straight onto the seat and door trim – not very luxurious on a car with a six-figure price tag.

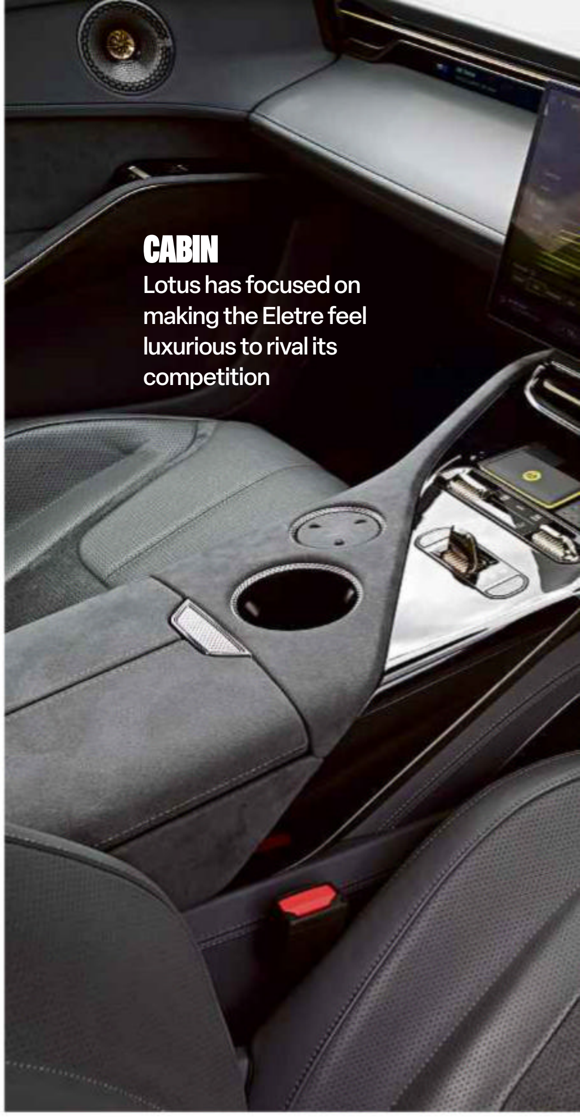
REAR SPACE Little else in this – or any other – segment can match the Eletre for rear knee room. The space is simply huge, lending the back seats a truly limo-like feeling. Headroom is also very good, although the BMW iX is better still. The sloping roofline combined with a gently rising windowline make the cabin seem a little more cocooned from the outside world than the more open feel of the BMW.

BOOT SPACE At 688 litres, the boot capacity of the Eletre looks superb on paper. Yet that number flatters things somewhat, because the quoted measurement is to the roof (rather than to the window line, which is how most of its rivals are measured) and the roof itself slopes downwards, so some alternatives are better for holding very bulky items. It is still a generous space, though.

Unlike some rivals, including the BMW iX, the Eletre benefits from a 'frunk' – a useful feature for keeping the charging cables separate from the rest of the luggage. The 46-litre space is enclosed by a second cover beneath the bonnet itself.

RELIABILITY & SAFETY 3.9/5★

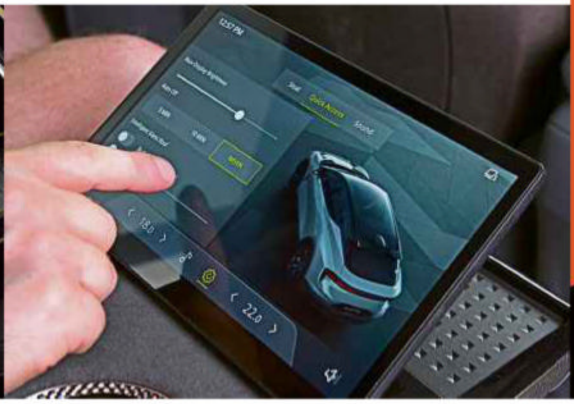
EURO NCAP hasn't assessed the Eletre yet, but it's a car that's packed with advanced driver-



CABIN
Lotus has focused on making the Eletre feel luxurious to rival its competition

UP FRONT

Eletre has a sportier driving position compared with many performance SUVs, but the forward view is as good as with the Lotus's competitors



TESTER'S NOTES

MOVING into an all-new category makes it hard to transfer an existing design language from current models, but beyond much of the Lotus back catalogue being small, two-seat and generally pretty, there weren't many distinct design cues shared among its models, which left plenty of scope for creativity here.

I think the Eletre's best angle is the rear three-quarters; squint hard enough, and the flowing curves of the doors moving into the deep vents behind the car's back arches give a hint of the Evija hypercar.

Alex Ingram
Chief reviewer

REAR SEATS

Four-seat option replaces a rear bench with a pair of individual electric seats to give a feeling of luxury; there's plenty of room, too. Passengers in the back get a dedicated touchscreen to alter various settings

> "THE ELETRE'S MATERIALS, CONTROLS AND DESIGN LOOK UNLIKE ANY OF ITS RIVALS', YET FEEL EXPENSIVE"

assistance tech. All models feature blind-spot warning, lane-keep assistance, adaptive cruise control and a driver-monitoring system. While so many cars with Chinese origins tend to offer clumsy versions of these systems, the Eletre's tech is fairly subdued and rarely felt intrusive.

WARRANTY 4.4/5★

LOTUS offers a generous five-year, 100,000-mile warranty with the Eletre, beating the packages on rivals from BMW and Audi.

SERVICING 4.1/5★

ELETRE buyers are offered a five-year service plan by Lotus, which covers the first three services. This can be paid up front to cover any possible inflation-based price rises that may occur during that time.

PRICES AND SPECS

	BMW iX XDRIVE 45 M SPT	LOTUS ELETRE 600 SPORT SE
Our choice	BMW iX xDrive45 M Sport	Lotus Eletre 600 Sport SE
Price from/price as tested	£78,405/£91,200	£86,715/£104,990

POWERTRAIN AND PERFORMANCE

Powertrain	2x electric motors	2x electric motors
Power	402bhp	603bhp
Torque	700Nm	710Nm
Transmission	Single speed/AWD	Single speed/AWD
0-62mph/top speed	5.1 secs/124mph	4.5 secs/155mph
Battery capacity/usable	100.6/94.8kWh	112/109kWh
Official range	367 miles	305 miles

DIMENSIONS

Length/wheelbase	4,965/3,000mm	5,103/3,019mm
Width/height	1,970/1,695mm	2,019/1,636mm
Rear knee room	635-885mm	682-947mm (four-seat layout)
Rear headroom/elbow room	1,006/1,580mm	951/1,571mm
Boot space (front/seats up/down)	N/A/500/1,750 litres	46/688 (to roof)/1,532 litres
Boot length/width	1,055/1,106mm	1,072/1,044mm
Boot lip height	762mm	700mm (air suspension lowered)
Kerbweight/towing weight	2,525/2,500kg	2,645kg/N/A
Turning circle	12.8 metres	12.0 metres

COSTS/OWNERSHIP

Residual value (after 3yrs/36,000 miles)	£42,007/46.06%	£50,962/48.54%
Depreciation	£36,398	£35,753
Insurance group/quote/VED	50/£1,229/£620	50/£1,204/£620
Three-year service cost	£910	£1,749 (five years)
Annual tax liability std/higher rate	£470/£940	£537/£1,073
Annual fuel cost (10k/20k miles)	£735	£1,072
Basic warranty (miles)/recovery	3yrs (60,000)/3 yrs	5yrs (100,000)/3 yrs
Driver Power manufacturer position	14th (out of 32)	N/A
NCAP Adult/child/ped./assist/stars	91/87/73/81/5 ★ (2022)	N/A

EQUIPMENT

Metallic paint/wheel size	£900/21 inches	£0/22 inches
Parking sensors/camera	F&r/yes	F&r/yes
Spare wheel/Isofix points	Repair kit/two	Repair kit/two
Keyless entry & go/powered tailgate	Yes/yes	Yes/yes
Leather/heated seats	Yes/yes	£2,000/yes
Screen size/digital dashboard	14.9 inches/yes	15.1 inches/yes
Climate control/panoramic sunroof	Yes/£3,200	Yes/yes
USBs/wireless charging	Four/yes	Four/yes
Wireless CarPlay/Android Auto	Yes/yes	Yes/yes
Blind-spot warning/head-up display	Yes/yes	Yes/yes
Adaptive cruise/steering assist	Yes/yes	Yes/yes

WHAT WE WOULD CHOOSE

BMW iX Our test car featured almost every added pack available. While the £3,200 panoramic roof is great, it's pricey. The Comfort Pack, which adds ventilated seats, rear-seat heating and more, looks good value for money, at £1,650.

LOTUS ELETRE The Eletre comes in a range of trim levels, but the exterior colour options are fairly limited. The £5,500 Executive Pack is a luxurious optional indulgence if you don't need a middle seat in the back.

INFOTAINMENT

DRIVING SETTINGS
Driver assistance
Drivetrain and chassis
Charging
21.5°
21.5°

BMW iX 4.4/5★

BMW OS 8.5 | KEY FEATURE: WIRELESS ANDROID AUTO

BMW's tried-and-tested infotainment tech has been subject to gradual improvements over the years, and it remains among the very best on the market. It's a shame that physical climate controls have been ditched, but the on-screen keys are large enough that they're not overly distracting to control. The iDrive clickwheel makes many small adjustments easy to complete on the move, leaving the excellent touchscreen interface to be enjoyed while parked up. The graphics are clear and look great, loading times are rapid, and the screen is responsive to touches.

Lotus Eletre 4.2/5★

HYPER OS I KEY FEATURE: 5G DATA CONNECTION

A 15.1-inch OLED touchscreen sits in the centre of the dash (flanked by a digital instrument panel and a passenger touchscreen), and when it comes to sharpness, response times and slick animations, the Lotus Hyper OS set-up is up with the best of its rivals. For the most part, the display means that on-screen keys are easy to operate, too. We'd prefer it if some of the glitzy animations were traded for larger on-screen buttons, though, and we find the BMW's tile-like menu is easier for finding sub-menus.

> "BMW'S TRIED-AND-TESTED INFOTAINMENT TECHNOLOGY REMAINS AMONG THE VERY BEST ON THE MARKET"

LOTUS ELETRE BEST FOR:
Performance. When a base model has more than 600bhp, it says a lot about how potent the Eletre really is. The 905bhp range-topper is bonkers.

BMW iX BEST FOR:
Long-distance comfort. The iX has always been supremely refined at speed, but it now brings the added bonus of an excellent range, too.

RESULTS

WINNER ★★★★½

BMW iX

THE iX has long been our favourite in this segment, and the mid-life revisions have only cemented victory here against a Lotus which did prove to be a match in some areas. But in almost every classification that matters, the BMW scores superbly; comfort, refinement, space and performance are all great.

Best of all, the changes to the powertrain and running gear have addressed the middling efficiency of the iX, one of the only weaknesses of the previous model. Now, BMW's EV leads its class there, too. More than ever, those in the market for a posh electric SUV have a clear number one candidate.

AUTO EXPRESS
ROAD TEST WINNER
JULY 2025
★★★★½
BMW
iX

INTERESTED? Scan the code to view deals on new BMW iXs

RUNNER-UP ★★★★☆

Lotus Eletre

LOTUS entered the EV market (Evija hypercar aside) with two closely related high-end offerings. Of those two, the Eletre SUV isn't quite as convincing as the Emeya saloon, nor does it quite have the talent to overcome the BMW iX in this contest.

There are still many big positives to take here – notably the generous back seat-space – while the cabin feels unique and luxurious, the handling is great and there's excellent performance, too. But in one or two areas that matter in this class – ride comfort and, in particular, range – the Eletre can't match its rival. It's a deeply capable car, however.

INTERESTED? Scan the code to see Eletres on sale now

Steve Walker

Steve.Walker@autoexpress.co.uk

FIRST REPORT

VOLKSWAGEN ID. B

For our second long-term test of VW's retro SUV, we have the new long-wheelbase version. But does bigger mean better?

VERSATILITY
LWB model is just 250mm longer than the standard Buzz, but the extra space in the boot and cabin means you can take – and therefore do – loads more

THE more observant among you will have noticed that Volkswagen's ID. Buzz electric people carrier has already done a stint on our fleet. So why are we testing it again?

The answer is that VW has addressed both of the main criticisms we had of this retro EV by launching a new long-wheelbase model. The ID. Buzz LWB has seven seats and a bigger battery which, in theory, should bring major boosts to both practicality and driving range. The question is, will this be enough to turn the Buzz from lovable fashion statement to first-rate transport for big families?

When it originally launched in the UK, the ID. Buzz was available as a five-seater only. It's extremely practical in that form, but it didn't quite maximise the car's potential.

These days you can get the standard version as a six seater, with three rows of seats, for only £150 more than a five-seat model. That seems very reasonable, until you see that the long-wheelbase seven-seater is only another £360. These unusually small gaps make this LWB model look like the pick of the range. The only obvious downside is its extra size.

Prices for the ID. Buzz LWB start at under £60,000 and for that you get a vehicle that's 4,962mm long – 250mm more than the standard SWB car. The sliding side doors are longer for easier access to a cabin that also has more passenger and luggage space.

The other major upgrade you get with the LWB Buzz models is the battery. The standard model we tested in 2024 had a 77kWh battery that struggled to break the 200-mile range mark in cold weather, although new SWB versions now get an upgraded 79kWh item.

This ID. Buzz LWB has an 86kWh unit and VW's special 282bhp 'high-efficiency drive' electric motor. So far we've been getting 2.9 miles per kWh and the indicated range has been consistently over 250 miles. In the midst of the recent heatwave, it showed 281 miles.

Our ID. Buzz is in mid-range Style trim. You can get the all-wheel-drive GTX for another £3,000 or so, but rear-wheel-drive Style seems a good fit unless you really need extra traction.

The options fitted include the Candy White and Starlight Blue two-tone paint job (£2,790). That's the same price as all the other two-tone paint options, but they do help to accentuate the ID. Buzz's design and are understandably popular in what is a very style-led car choice.

We've also got the Comfort Seat Package (£2,310), which includes adjustable ambient lighting, arm rests, heated, massaging and electrically adjustable front seats, and a more durable carpet. There's no protective floor mat in the rear, so that carpet upgrade may prove worthwhile, but I'm already worried about the cream-coloured 'Mistral' seat fabric that seems likely to show up the dirt.

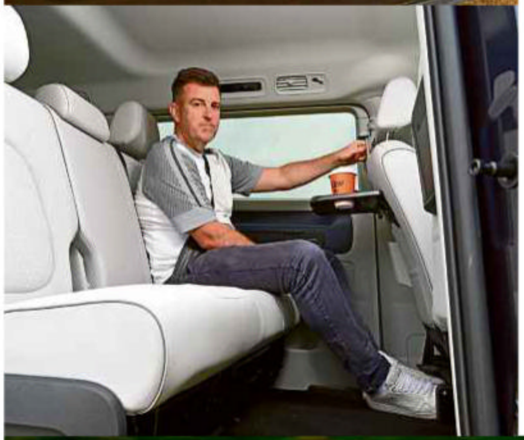
Finally, there's a £980 retractable towbar, which we've been using for our bike carrier, and the 21-inch Bromberg alloys (£515) that

> "SLIDING SIDE DOORS ARE LONGER FOR EASIER ACCESS TO A CABIN WITH MORE PASSENGER AND LUGGAGE SPACE"

BUZZ LWB

PROS
- Huge interior space
- Decent range for a big seven-seater
- Relaxed driving experience

CONS
- Body control and ride could be better
- Sheer size means it can be cumbersome
- Capability comes at a price



Pete Gibson

MODEL TESTED:
Volkswagen ID. Buzz Style 7-seat LWB

On fleet since:	May 2025
Price new:	£64,345
Powertrain:	1x e-motor, 86kWh battery
CO2/BiK:	0g/km/3%
Options:	Two-tone paint (£2,790), Comfort Seat Package (£2,310), Retractable towbar (£980), 21-inch Bromberg alloy wheels (£515)
Insurance*:	Group: 41 Quote: £969
Mileage:	1,196
Efficiency:	2.9 miles/kWh
Any problems?	None so far

***Insurance quote** from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

ON THE ROAD
LWB Buzz is surprisingly manoeuvrable, great for long distances, and at its best if you take things easy

look great, but also vulnerable to kerbing. One option missing is the £1,050 heat pump, which would do a lot to boost cold weather range.

It makes a total of £71,615 for our car. That's a lot, but there aren't many EV options if you need ID. Buzz levels of space and versatility.

Early impressions are that the VW is a first-class long-distance car. It doesn't cope well with rough surfaces or corners taken at speed, though, so the message is to keep your passengers happy by taking it easy.

The steering is nicely weighted, the turning circle is tight and the high driving position and parking cameras make it surprisingly easy to manoeuvre, after some familiarisation. You can fit it into most car park spaces, and the sliding side doors mean less worry about kids opening them into parked cars or trolleys.

VERDICT ★★★★½

IT'S early days with the bigger Buzz, but our initial impressions are all positive. It's a great car for long journeys, comfortable on smooth roads, and easier to manoeuvre than you might expect, given how large it is. There might not be seven of us, but even at this stage the ID. Buzz feels like a magnificently practical addition to the family.

Darren Wilson

Darren.Wilson@autoexpress.co.uk

THIRD REPORT

VOLVO EC40

Electric SUV is a winner in our man's eyes

PROS
- Classy, understated exterior design
- Infotainment is simple and logical
- Good range

CONS
- Raking roofline affects practicality
- Rear visibility isn't great
- Interior feels a little dated

ROOM TO SPARE
Darren keeps items needed for family days out stored under the Volvo's boot floor, all ready for trips to the countryside or beach

I RECENTLY completed my annual pilgrimage to the Auto Express New Car Awards photoshoot and used the opportunity to grab a quick picture of our long-term EC40 test car beside Volvo's award-winning EX30.

The EX30 scooped the award for Best Small Premium SUV, and although it may be newer in terms of looks and tech, I'm still smitten with our older, bigger electric crossover.

In fact, I enjoy its simplicity, comfort and practicality so much that I chose to drive the EC40 back and forth to the photoshoot rather than swap into any one of our award-winning cars. I've never done that before; I'd usually pick something else, so it's high praise in itself.

I found the Volvo a comforting joy to drive both first thing in the morning and last thing at night (after very long days). Excellent and familiar navigation directions helped me, as did the easy one-touch controls on the steering wheel and touchscreen.

After stints running previous New Car Award winners, including the latest MINI Countryman and our 2023 Car of the Year, the Hyundai Kona, I'd pick the Volvo EC40 as my own personal favourite long-term electric test car. I'm not suggesting it's a better package than any our judging panel has selected over recent years, but it does fit me just about perfectly. That is something that has really come to light over the past six months and exactly what these reports are all about.

I have absolute trust in the range display of the EC40. I'm running with about 255 miles per 90 per cent home charge, based on my average efficiency of 3.4 miles per kWh. Those figures are still improving after a stint using the simple and not too harsh one-pedal drive setting, which takes power directly from my braking back to the battery.

But the climate control has been hit pretty hard in recent weeks with the need to cool the interior for my young grandchildren, so that will have taken the edge off my efficiency figures. The large sunroof probably adds to the heat, but I wouldn't be without it, and even on the hottest days so far, the tinted glass seems to take out the worst of the glare.

Speaking of summer, the better weather has seen the EC40 head out on more enjoyable roads towards the coast and countryside. Even at 50 per cent charge, there is little concern about getting to and from weekend destinations, even using the air-con. I've also found new and more picturesque routes out of South London, thanks to the intuitive nav system. The 404-litre boot has been fine in terms of throwing in buggies and bags for the family. I especially like the foldable floor space, where I have shopping bags stored along with the main charge cable.

I also have room for picnic blankets, a small pop-up windbreak, some sand toys, sun hats and factor 50 lotion that sits there ready to go. The sizeable boot acts as a makeshift changing room for the younger children, but it should be noted that the raking roofline of the EC40 would inhibit loading bigger, boxier items without dropping the rear seats.

I've also found the Volvo app really useful. I turn to it most for pre-heating or cooling the interior, but it's also possible to lock the car with it. On the rare occasions that I have accidentally left the EC40 unlocked, I get sent a message directly to my smartphone from the app and can secure the car remotely.

> "I'D PICK THE VOLVO EC40 AS MY OWN PERSONAL FAVOURITE LONG-TERM ELECTRIC TEST CAR"

No parking for non-electric vehicles

FEELING THE HEAT
Sunroof makes it hotter inside the EC40 on summer days, but the tinted glass prevents most of the glare from affecting those inside

MODEL TESTED:

Volvo EC40 Single Motor Extended Range RWD Plus

On fleet since:	December 2024
Price new:	£54,305
Powertrain:	78kWh battery, 1 x e-motor
Power/torque:	252bhp/420Nm
CO_2/BiK:	0g/km/3%
Options:	Metallic paint (£0)
Insurance*:	Group: 36E Quote: £974
Mileage/efficiency:	4,708/3.4 miles/kWh
Any problems?	None so far

*__Insurance quote__ from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

LITTLE BROTHER
Our New Car Awards gave us a chance to picture the EC40 with its award-winning EX30 sibling

VERDICT ★★★★½

THE EC40 is a great-looking car that is relaxing to drive, with refreshingly simple tech. It doesn't turn heads but generates positive comments, and gets better the longer you live with it. The interior should be a touch more premium for a car with a price tag in excess of £50,000, though.

FLEETWATCH

Paul's daughter helped to put on our Sport's spare wheel

RANGE ROVER SPORT

TRUST me to tempt fate. In the first report on our Range Rover Sport (Issue 1,874), I mentioned that Land Rover had wisely fitted the optional spare wheel – sadly a rare thing these days. "Although I'm hoping the £1,060 for a full-size spare is an unnecessary expense, it's comforting to know it's there," I wrote at the time. But the screw that embedded itself in the front driver's side wheel had other ideas.

Luckily I was feeling deflated at home rather than stuck by the roadside, and as a result it turned into an impromptu car maintenance lesson for my 14-year-old daughter, who enthusiastically got stuck into helping change the wheel. Hauling the 23-inch spare out of the high boot was a bit beyond her, but otherwise she did a good job of all but the most physical tightening and jacking.

When none of the tyres are flat, we're consistently getting more than 50 miles of electric range now the weather has warmed up, and the Ranger Rover's brake regeneration seems to be particularly good. It puts plenty of energy back into the battery, so prolonged periods of running on electric power are still possible even after the battery has been drained.

PAUL BARKER

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NEWS

DETAILS
Nissan's design boss tells our man how brand's nineties styling (below) inspired some features. Optional glass roof (left) makes cabin brighter and boosts headroom

GIOVANNY ARROBA Vice President, Nissan Design Europe

"THE LEAF IS ALL ABOUT MUSCULARITY AND AGILITY, BUT IT SHOULD STILL HAVE A SENSE OF URBAN CHIC AND SEXINESS"

ches out with all-new Leaf

orphed into a sleek and slippery rival for the VW ID.3 and Kia EV3

STYLING
Leaf's new look has been dictated in part by the desire for good aerodynamics that will give the car a good range

chic and sexiness," he said. "The [styling] of the Leaf is again very much shaped by bringing 604 kilometres [of range] to the customer within that price range."

Nissan has also sprinkled in plenty of nineties-inspired design details, harking back to the brand's heyday. Elements such as three-dimensional rear lights and their clever 'Ni-San' (two-three in Japanese) graphics, plus references to sports models such as the 300ZX around the blacked-out rear panel, all suggest that the company is leaning into something the newer Chinese and Korean brands don't have: heritage.

It might appear like a big car, but pictures don't quite do the Leaf justice, because it's one of very few EVs that look smaller in the metal. At 4,350mm long, it's only around 50mm longer than the boxy Kia EV3. The Leaf is available with 18 or 19-inch wheels, although specific trim details ▶

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PRODUCTS

BLACK BOX
The small Stealth Tracer unit (right) allows owners to keep an eye on their car using a smartphone, tablet or computer via a dedicated app

HOT KIT

Stealth Tracer

Price: £249 **Contact:** *stealthtracer.com*

A NEW tracker has been developed to help drivers keep an eye on their cars, while remaining hidden to thieves.

Unlike traditional GPS trackers, the Stealth Tracer is a discreet, DIY-install, wire-free device that only reports its location on demand, remaining dormant between transmissions. This means it is much more difficult for thieves to detect and disable.

Through the free Stealth Tracer app, users can set how frequently the device reports its location. After a suspected theft from 'Safe Address' locations that the owner sets, users can activate Theft Mode, which switches the device into real-time tracking for rapid response and live location updates, which are fed directly through to the Stealth Sentinel team.

Unlike most rivals, there is no compulsory monthly subscription fee. The unit works across all major global mobile data networks, automatically picking the strongest signal. Its internal battery allows around two years' life based on the factory configuration, giving two location updates per day. It's not rechargeable, but the company is working on a battery-replacement programme.

The Tracer is priced at £249 and gives access to Stealth Sentinel, a Thatcham S7-certified 24/7 monitoring and recovery service. This can help track a stolen vehicle, but is not included in the purchase price.

BOOKS

Reliant: The Forgotten Four-Wheelers

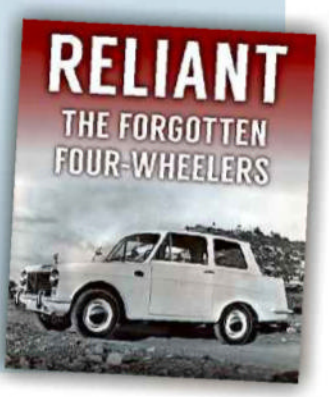
Michael Burgess (Amberley Publishing, *amberley-books.com*) **Price:** £15.99 **Rating:** ★★★⯪☆

RELIANT'S cars are often relegated to a humorous footnote in history or are the butt of jokes. Most people will remember the company made those funny little three-wheelers that fell over all the time, or the yellow van belonging to the Trotters in the Only Fools and Horses sitcom, which became a star in its own right.

The firm made four wheelers too, the best known of which is the Scimitar, which is famous for being Princess Anne's favourite car. But Reliant also built a wide range of other vehicles over the years, and it's these less famous models that this book focuses on.

Whether it's the Sabre, Scimitar or SS1 sports cars, or the Kitten or Rebel economy cars that pique your interest, you'll find them covered by author Michael Burgess – as well as details of Reliant's other ventures, mainly producing fibreglass bodyshells for vehicles as diverse as lorry cabs and the Ford RS200 homologation special. Even London's Metrocab had substantial Reliant involvement, while it helped create the Israeli Autocars firm and several other foreign automotive manufacturing businesses.

It's an interesting, albeit brief and not hugely detailed, look into the less popular side of this brand's heritage, and it reads nicely and is well illustrated. As a quick history lesson it's fine, but buying tips for anybody interested in getting their hands on one of these Reliants could be an interesting extra for future editions.



FIRST TEST

70mai Omni

Price: £199.99 (plus memory card) **Rating:** ★★★★☆ **Contact:** *amazon.co.uk*

READING the description of 70mai's new Omni dash cam had us both curious and confused, because it seems to be packed with interesting innovations.

For starters, the unit has 4K video capture at 60 frames per second – the best quality available for any dash cam sold in the UK. But the really interesting part is the Omni's ability to rotate through 360 degrees when the camera's artificial intelligence (AI)-powered sensors detect a collision or suspicious activity while the car is parked.

The cylindrical-shaped Omni remains fixed while driving, but when the car is stationary it will act like a sophisticated CCTV camera, following people and vehicles who get near to the car. If an incident is detected, a "Collision Detection Algorithm" turns to the source and records a 30-second clip.

For it to work, you will need a pricey £49.99 hard-wire kit to give the cam a permanent 12V power supply. This kit also includes a 4G module, which allows the user to connect to the camera remotely using the UK's mobile data networks.

The footage is amazingly clear while driving and is particularly impressive at night, but the video captured seems to suffer more from vibrations on rough roads than rivals.

The camera has a screen built in, which can show footage, but while you're driving, it just displays the time, menus and a cartoon character who waves at you when switching on.

On its own the 70mai Omni is an impressive, if slightly bulky, camera at a reasonable price. But it's the parking mode technology which lifts it above other dash cams on the market.

VISION ON
70mai's Omni captures clear images when driving, but the ace up its sleeve is the ability to use AI to detect an incident and rotate the camera through 360 degrees to capture footage when parked

NEW PRODUCT

Laser mini ratchet

Price: £65.54 **Contact:** *lasertools.co.uk*

IF your car breaks down away from home, you could attempt to fix it if you have the right tools to hand. But few of us will want to carry a full socket set in the boot just in case there is an issue. Laser Tools' new 3-in-1 Mini Ratchet Spanner aims to shrink the socket set into something which is small enough to keep in your glovebox.

This 155mm-long ratchet is said to be of "workshop quality", with a 90-tooth, reversible mechanism to make the most of every angle of rotation in tight spaces. The three adaptors are stored inside the screw-top handle, keeping them safe and easy to find.

These quick-release drive adaptors include 1/4" and 3/8" drivers for the most common small and medium-sized sockets, which would be used on fasteners under your bonnet or inside the car. There is also a holder for 1/4" hex screwdriver and Torx bits.

There are no sockets or bits included in the set, so you will have to add your own, but the Laser can be used as an 11mm ratchet ring spanner without any adaptors fitted. The ratchet is forged from polished chrome vanadium steel, while the drive adaptors are made from high-strength SCM440 steel with a durable black phosphate finish.

While the list price is £65.54, we found the tool online for £47 at several retailers.

MINI TEST

Tom Barnard

NO matter how well you clean your car's paintwork and wheels, it will look scruffy if the tyres are grubby and weathered. Even the newest rubber will soon pick up dirt and dust, and as tyres get older, the effects of sun bleaching and cleaning chemicals dry out the sidewalls, making them look old.

Cleaners and gels will soon have them gleaming like new, with a "wet look", which enhances the look of the whole car and adds a finishing touch.

We recently crowned Diamondbrite's Tyre Dressing the best we had tested, for its blend of value and long-lasting protection, but two newcomers have since arrived to challenge it.

Meguiar's Endurance offers a long-lasting sheen that matched the Diamondbrite's performance – but at more than twice the price. Tesco's contender is at the other end of the price scale, but will only last one wash.

Meguiar's Endurance Tyre Gel

Price: £18 **Size:** 473ml
Contact: *meguiars.co.uk*
Rating: ★★★★☆

Meguiar's
Since 1901
ENDURANCE
tyre gel
Long lasting, high gloss shine
473 ML 1 PT (16 FL OZ)

RATHER than being sprayed on, as with its rivals here, Meguiar's gel is applied with a special tyre-dressing pad, which costs an additional £8.50. You can use your own sponge or cloth, but it is inevitably messier. Handling the product is not unpleasant, though, because the Endurance has a purple-grape aroma that reminded us of American sodas.

The resulting finish is shiny, and can be made even glossier by applying a second coat. Alternatively, a quick wipe with a microfibre cloth will see the shine dulled off.

The Endurance was still helping our aged rubber look new after three weeks and two washes, but it offered no more protection than the cheaper Diamondbrite Tyre Dressing.

TESTED Tyre cleaners and shines

If your car's tyres are looking a little jaded, two new dressings have arrived to challenge our current champion from Diamondbrite

Tesco Tyre & Bumper Shine

Price: £3 **Size:** 500ml
Contact: *tesco.com*
Rating: ★★★☆☆

TYRE shines don't get any cheaper than this: Tesco's own-brand spray costs just £3 for a decent-size 500ml aerosol can, and you can pick it up at a local store rather than needing to pay extra for delivery.

Unlike many rivals, it is not a foam but a glossy spray, which needs to be aimed carefully on a windy day. This means you need quite a few passes to get an even coverage on a tyre. The protection was barely visible after the first wash, however.

TESCO
AUTO
Tyre &
Bumper Shine
500ml e

Diamondbrite Tyre Dressing

Price: £7.99 **Size:** 500ml
Contact: *diamondbrite.shop*
Rating: ★★★★★

OUR winner's manual spray bottle combines the best of both worlds for application, because it covers larger areas quickly without contaminating the neighbouring car panels.

A quick wipe with a paintbrush or sponge – available separately for £1.99 – evens the coverage. It leaves a satin blackness that makes the tyres look new and was still looking good at the end of our test period. Diamondbrite costs more than Tesco's spray, but goes further and lasts longer.

Diamondbrite
PROTECT | CLEAN | CARE
TYRE
DRESSING
NEW
QUICK TYRE
RESTORER
500ml e

BEST FOLDING WORKBENCHES

Craig Cheetham

IF you enjoy tinkering with your car – as well as other DIY projects – then a workbench is an essential bit of kit for your garage or workshop.

It allows you to store, fix, paint and polish parts away from the car, yet acts as a portable work surface that can also be kept nearby should you need to get close to the open bonnet. You'll also find a workbench really handy for securing parts such as hoses and trim while they are being cut, or for keeping batteries and engine components conveniently to hand when swapping them over.

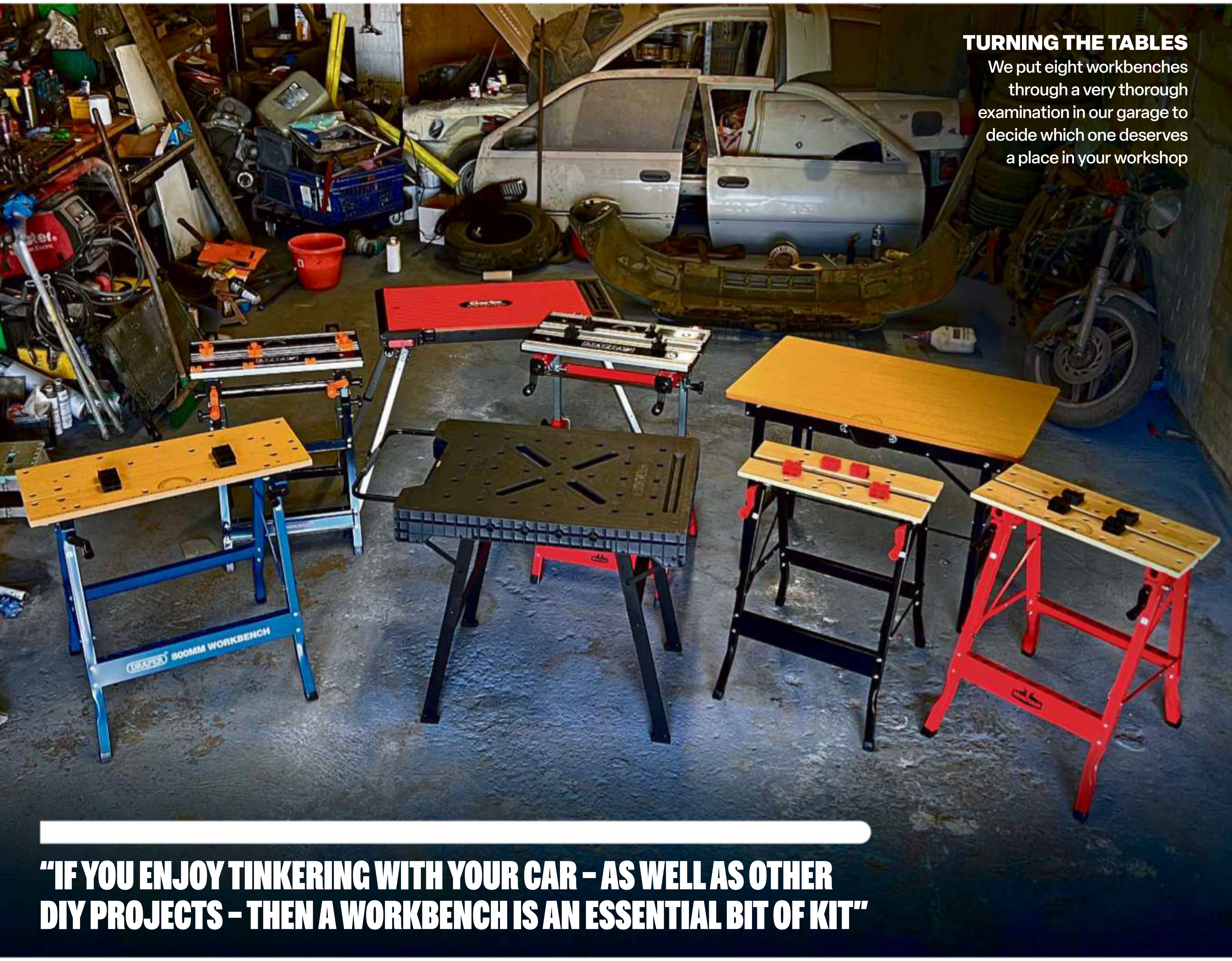
Not all of us have the space in our garages for a full, fixed bench with a vice, but you can still find a decent compromise with a folding table. Here, we put eight of the most popular models to the test.

How we tested

OUR folding workbenches came from a selection of the biggest suppliers in Britain, and included adjustable, sliding-jaw workbenches as well as handy flat-topped tables that are a real help around the garage.

Our test criteria included stability, the functionality of the workbenches when using vices or clamps and their adjustability. With so many cars being SUVs these days, a good selection of heights was a big factor. Indeed, to see how versatile the tables were, we tested each one alongside both a Range Rover and an MGF to evaluate the workbenches at variable heights.

Finally, we considered the price and value for money of each competitor.



TURNING THE TABLES
We put eight workbenches through a very thorough examination in our garage to decide which one deserves a place in your workshop

"IF YOU ENJOY TINKERING WITH YOUR CAR – AS WELL AS OTHER DIY PROJECTS – THEN A WORKBENCH IS AN ESSENTIAL BIT OF KIT"

A portable and folding workbench is a handy addition to your garage. We put eight models from different price brackets to the test to decide which is top of the tables

BUY YOUR CAR KIT WITH CONFIDENCE
Every week, we extensively test all the latest car kit from tyres to trim cleaners. Scan the code to access our huge online test archive

Clarke C4IN1WB 4-in-1 Workbench

Price: £131.98
Maximum weight: 150kg
Height adjustable: Yes (three settings)
Rating: ★★★★★
Contact: *machinemart.co.uk*

AUTO EXPRESS
BEST BUY
2025

IT might lack the worktop versatility of some rivals for attaching vices and clamps, but the Clarke C4IN1WB makes up for it in other areas. It weighs just 13.4kg and the legs fold away into the worktop for portability. The Clarke has wheels on its base, so when the legs are stashed, it can be used as an under-car creeper, plus as a trolley for moving heavy kit (we used it to shift a Land Rover gearbox around the workshop).

On its lowest setting, the Clarke forms a handy seat that you can use for cleaning and detailing wheels or changing brake parts, while it also has two height settings for working under the bonnet. It even has a cup-holder so you don't send your brew flying by clouting it with a car part. It's a brilliant piece of design.

Draper 800mm Workbench

Price: £46.60
Maximum weight: 120kg
Height adjustable: Yes (four settings)
Rating: ★★★★½
Contact: *drapertools.com*

AUTO EXPRESS
Recommended
2025

THE Draper workbench took the spoils among the lower-priced budget tables on test, with its adjustable sliding platform and selectable height adjustment.

It's more of an all-rounder that's as handy for hanging wallpaper as it is for working on the car, but for many buyers, that's a plus because it serves a domestic purpose, too. It's easy to build, unlike some of the other self-assembly benches, and is stable and sturdy in use, as well as very easy to collapse and re-erect.

For less than £50, the Draper bench is a versatile and handy thing to have around.

DRAPER
800MM WORKBENCH

Stanley Fatmax Express Folding Workbench

Price: £85 **Max. weight:** 450kg **Height adjustable:** No
Rating: ★★★★½ **Contact:** *stanleytools.co.uk*

AUTO EXPRESS Recommended 2025

THE Stanley Fatmax is a bit of a one-trick pony and if you need to work at multiple heights or with vices and clamps, there are others here that do the job better.

But it gets our recommended rating for its sheer ease of use. Not only is it lightweight, but with a carrying handle and a flat profile, you can stash it easily in the garage – or even keep it in your boot as an ad-hoc picnic table. Pull on that carry handle and the legs pop out in one swift movement, and with a maximum weight of 450kg, it's the sturdiest here by far. You can put an engine or gearbox on it without fear.

Minotaur Professional Workbench

Price: £69.98 **Max. weight:** 100kg **Height adjustable:** Yes (four settings)
Rating: ★★★★☆ **Contact:** *toolstation.com*

WE evaluated two Minotaur workbenches, marketed by Toolstation, for this test. The Professional version is the more expensive of the two, but still represents good value for money.

It's very similar to the recommended Draper 800mm workbench in terms of dimensions and usability, but has more height adjustability and was able to be used at a taller height than the other tables here, which was perfect for working on our Range Rover test vehicle. The Minotaur Professional didn't feel as stable as its rivals in this test, though, and has a lower weight rating.

Magnusson Workbench 550mm

Price: £69.89 **Max. weight:** 100kg **Height adjustable:** Yes (four settings)
Rating: ★★★★☆ **Contact:** *screwfix.com*

THE Magnusson is so similar to the Minotaur Professional (above) that if one wasn't red and the other black, it'd be hard to tell them apart.

In some ways, the Magnusson is the better alternative, because it feels a little more sturdy. But it can't extend to the same height as the Minotaur and the assembly instructions aren't as easy to follow as the Professional workbench's.

However, both of these products will do the job you ask of them perfectly competently and the nine pence difference in price between them is negligible.

Sealey Portable Folding Workbench FWB1000

Price: £125.94 **Max. weight:** 100kg **Height adjustable:** No
Rating: ★★★½☆ **Contact:** *sealey.co.uk*

THE Sealey was the biggest of our benches on test and we liked its reversible worktop, featuring a useful ruler and protractor on one side and a plain table on the other.

However, erecting the workbench is fiddly, because you need to fold out both pairs of legs and insert a stabilising bar between them, which isn't as easy as it sounds as a solo operation. We also found the shiny upper surface was very easily damaged if it was knocked. It's not cheap, either.

Minotaur Tilt and Fold workbench

Price: £29.98 **Maximum weight:** 100kg
Height adjustable: Yes (three settings)
Rating: ★★★½☆ **Contact:** *toolstation.com*

AT less than £30, the entry-level Minotaur table represents terrific value for money and is easy to assemble from the box. But it's quite small and even at its tallest was quite a way down from our Range Rover's engine bay – both factors that limit its ability.

But the Minotaur feels well made, is useful for attaching vices and clamps to, and it folds away easily and neatly, while its light weight means the workbench is extremely easy to move around.

Forge Steel Workshop Bench

Price: £29.97 **Maximum weight:** 100kg
Height adjustable: Yes (three settings)
Rating: ★★★☆☆ **Contact:** *screwfix.com*

AS well as its bargain price, another advantage of the Forge Steel bench is that it's carried in stock at most branches of Screwfix. If you need a click-and-collect work surface at short notice and minimal cost, this will get you out of trouble. Just don't expect miracles.

The workbench doesn't feel especially heavy duty, and the assembly instructions (which are essentially a series of exploded diagrams with no real order to them) make the Forge Steel a pain to put together. However, its three height settings and 100kg maximum load weight do get the job done.

Verdict

1. Clarke C4IN1WB 4-in-1 Workbench
2. Draper 800mm Workbench
3. Stanley Fatmax Express Folding Workbench

THERE wasn't a bad bench on test, and if budget is your key purchase factor, then the cheaper models will probably tick all your boxes, even if they aren't the outright winners.

But if you can afford to spend a little more, the Clarke is a fantastic all-rounder that will never fail to come in handy. The Stanley Fatmax lacks the Clarke's creeper and seating capability, but is the strongest table here. The Draper's sturdy build, ease of use and simple assembly impressed.

AUTO
EXPRESS

SELL WITH THE EXPERTS

WHY IT PAYS TO SELL WITH AUTO EXPRESS

1

SELL WITH TRUST

With decades of testing all manner of motors, we know what a fair valuation looks like.

2

SAVE TIME AND MONEY

No hidden fees or bogus deals, just a straightforward road to selling.

3

GET AN HONEST PRICE

We'll get your car in front of our trusted network of dealers – readyto offer you their best price.

Ready to sell? Just search for 'Auto Express sell my car'

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C3 AIRCROSS
Your views on Citroen SUV

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BMW i4
Electric exec in the spotlight

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GREAT BRITS
Bentley, Lotus & Range Rover

BUYING CARS

IS THE PRICE RIGHT FOR YOU?

PAUL BARKER

Auto Express's editor reckons it's high time we had a simple method to compare car finance deals like for like, to make the buying process much easier

AT our recent Auto Express New Car Awards event (Issue 1,889), I bent the ear of a couple of car-brand bosses about how hard it is to compare finance deals. The huge variety of up-front payments, mileage limits and lengths of contract can really disguise how good or bad the deal is in terms of overall cost.

That's great for customers, because you can tailor a deal to your circumstances, be it via a big deposit and small monthly payments, or nothing in advance and higher monthlies. And that's just leasing. If you're looking at a PCP, then throw in final balloon-payment percentages as well to make it even more flexible.

All of this means you can tweak a deal to your heart's content, but it makes it bloomin' hard to compare one with another when you've got a shortlist of cars. It leads to a deal with an appealing headline figure catching your eye, only to have almost instant deflation when you see the offer's small print, and you don't want to put your life savings down as a deposit.

> **"ALL THIS MEANS YOU CAN TAILOR A DEAL TO YOUR HEART'S CONTENT, BUT IT'S REALLY HARD TO COMPARE ONE WITH ANOTHER"**

At the moment buyers have to tread very carefully: that attention-grabbing figure almost certainly isn't as good as it looks, and before you start hunting for the best deal on your shiny new wheels, you have to be very clear on how much cash you have available to put in up-front and what you're willing and/or able to pay per month, as well as your average annual mileage.

So I'm starting a campaign for a standard starting point, so everyone can see, with minimal effort, exactly what one car costs against another. Maybe a lease figure over four years at 10,000 miles a year with three months of payments up-front. I know that's not going to tie in with a lot of drivers' actual usage, but it's a start. Then by all means tailor the deal to your budget and circumstances, but at least give us a level playing field to begin with.

Now, I'm aware this isn't totally realistic, and the whole thing is more complicated than I'm deliberately making out, but you see my point. Making things easier for buyers should be the priority, so can we please have a neat way of at least pulling together a shortlist of cars within budget?

The number of car companies – both established brands and the newer arrivals – models and powertrains already makes it an overwhelming choice for some. Add over-complicated headline finance rates and it's all just too much. The campaign for plain-English finance rates starts here!

DRIVER POWER

OWNER VIEWS ON THE UK'S BEST CARS

RIDE AND HANDLING

YOU SAID "My C3 Aircross is a bit bouncy on poor surfaces. But overall it soaks up the worst of the roads and potholes pretty well, and the handling is fairly tidy, so it's quite fun on fast rural roads."

MPG AND RUNNING COSTS

YOU SAID "The fuel economy is excellent. It's not hard for me to get more than 55mpg on a long run – pretty impressive for a petrol engine."

> "The interior plastics feel less premium than rivals', and the infotainment can be slow to respond, making it less user-friendly."

Radio
Phone
Navigation
Applications
Climate
Vehicle

INFOTAINMENT AND ELECTRICS

YOU SAID "I wear a hearing aid and because of the large amount of background noise at motorway speeds – or even on A-roads – I struggle to hear music or speech on the hi-fi. But phone connectivity is good, and the infotainment is easy to get on with."

PRACTICALITY AND SPACE

YOU SAID "Rear visibility is limited by the thick pillars, which make parking more challenging than it should be. After my previous C3 Picasso, the Aircross seems cramped, but there's a decent boot."

"The reflections on the windscreen are my main problem. They can be very distracting in direct sunlight and at night."

POSITION 33RD

Citroen C3 Aircross Mk1

Richard Dredge

WHEN the Citroen C3 Aircross was launched eight years ago, it looked a bit different from the car you see here – at least when viewed from the front. But Citroen has done its best to keep its smallest SUV fresh, and in 2021 the C3 Aircross was given an overhaul that brought a restyled nose, redesigned seats, extra driver-assistance systems and more exterior colour combinations. The result is a car that owners still like enough to vote it into 33rd place, which is good for a car launched in 2017.

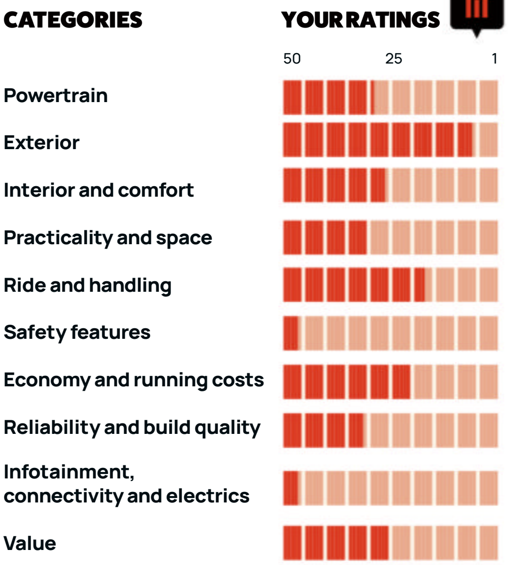
As you might expect for such an old model, there aren't a lot of high scores, the best one being fourth for the exterior design – the sole top-five score; the only other categories in the top 10 are for handling and acceleration, both in ninth. A 13th place for servicing costs is very welcome, as is 15th for other running costs, including insurance and road tax.

There are plenty of mid-table scores, such as 24th for boot space and interior styling, while driving pleasure comes 25th, and the quality of the cabin materials scoops a 21st place. More worrying is an array of categories in which the Citroen scores pretty poorly, including being almost at the bottom of the table for cubbyhole space, the quality of the audio system and the number of safety features.

Owners are unimpressed by the sensitivity and visibility of the digital displays as well as the balance of physical controls and touchscreen commands, too. Also marked down are the smartphone connectivity, built-in navigation and the heating and ventilation.

OVERALL SCORE **84.58%**

USED PRICES FROM: £6,000 **YEARS:** 2017 to present
CO2: 115g/km **FUEL ECONOMY:** 56mpg (1.2T 110)
BEST OPTIONS: Sight & Sound Pack, reversing camera, Park Assist Pack, contrasting roof, faux leather trim



DATA BY CATEGORY
Bars illustrate 50-1 rankings per category. The longer the bar the better the car's ranking

INTERIOR AND COMFORT

YOU SAID "The C3 Aircross impresses with its spacious and versatile interior – it offers exceptional comfort for the driver and passengers. The driver's seat is particularly comfy; I'm happy sitting there for very long periods, which I have to do regularly."

YOUR VIEW

Reader comments reflecting how they feel about their car

"I'm a reluctant driver with no great enthusiasm for any car. But I get on well with my C3 Aircross, because it's easy to drive."

"The worst thing about my C3 Aircross is its sluggish acceleration. On motorway journeys, my Citroen feels especially short of power."

"Its distinctive, bold design combined with vibrant colour options makes the C3 Aircross stand out. There's nothing like it."

WHY DRIVER POWER IS IMPORTANT

Every year thousands of owners share thoughts, opinions and experiences of the cars they own. This not only helps potential buyers, it also helps makers shape the new generation of cars. Make sure your voice is heard.

SCAN THE CODE TO TAKE THE SURVEY
Tell us about your car and you could be in with a chance of winning £100 Amazon voucher

WANT ONE?

Scan the QR code to see used C3 Aircrosses that are on sale right now on the Auto Express marketplace

Richard Dredge

SIX years ago BMW only had one electric car in its range (the i3); now it has half a dozen distinct models in its armoury, with more on the way. Such is the pace of change in the new-car market, with the marque one of the brands that has embraced this transition the most enthusiastically.

Just as Covid-19 arrived in 2020, BMW started to unleash an array of EVs, and so far they've all been worthy of your consideration. One of the best all-rounders is the i4, which offers low running costs, superb ergonomics, hatchback practicality, an excellent driving experience and the sort of build quality that we've come to expect from BMW. As a new buy you pay handsomely for all of this, but as a used car the i4 is a lot more affordable, and therefore even more desirable.

HISTORY

THE i4 was launched in the UK in November 2021, in 335bhp eDrive40 form, priced at £51,905 in Sport spec, or £53,405 with M Sport trim. There was also a 469bhp M50 edition for £63,905, which came with a 10-second 537bhp overboost function. For those not needing quite so much power, there was a 278bhp eDrive35 option from summer 2023, which started at £49,995.

A facelifted i4 went on sale in spring 2024, but the changes weren't exactly far-reaching. As well as a minor update for the exterior lighting, there were fresh steering wheel designs, new upholstery options and the latest iDrive 8.5 software. But there were no mechanical changes, and no adjustments to the model line-up, which still consisted of the eDrive35, eDrive40 and M50.

From summer 2025, the first two are being fitted with slightly more efficient semiconductors, which are claimed to add 15 miles to the achievable range. Meanwhile, the M50 is being replaced by the 593bhp i4 M60 xDrive, capable of 0-62mph in just 3.7 seconds.

WHICH SHOULD I BUY?

EVEN the entry-level i4 eDrive35 has all of the performance and range that you're likely to need, although the eDrive40 is a better all-rounder if you do a lot of long-distance journeys. The twin-motor M50 has a huge amount of power, but it's also the only version to come with four-wheel drive, which is just as well, because its peak torque figure is 795Nm.

All i4s are well equipped and feature LED headlights, artificial-leather trim, heated front seats, climate control and a reversing camera. M Sport versions add a bodykit, unique upholstery, electrically adjustable memory seats and privacy glass.

PRICES

THANKS to the fleet market, there's no shortage of used i4s. We found nearly 700 for sale, priced from £25,000 for a 65,000-mile eDrive40 on a 22-plate. Most of the earliest i4s are on a 22-plate, although there is the occasional 71-plate example being offered.

Of the eDrive editions, one in six is a Sport model, while the rest are M Sports, and of the i4s for sale as a whole, one in four is an M50. These generally start at £30,000, although there is the odd one available for a bit less. Of the non-M50 i4s for sale, the majority of them are eDrive40s. Because the eDrive35 didn't arrive until more than a year later, prices start a bit higher, and you'll have to spend at least £31,000 to bag one of these entry-level models. But for that money it will have just 10,000 miles on the clock and it will be on a 73 or 24-plate.

✓CHECKLIST

SIZE MATTERS

The eDrive40 and M50 have an 83.9kWh battery, whereas the eDrive35 has a 70.2kWh item. BMW claims a range of 367, 316 and 299 miles respectively in ideal conditions; owners are finding these achievable.

SAFE WORD

We've come to expect five-star Euro NCAP awards for new cars, especially with premium brands, but the i4 was rated at just four stars when it was tested. It's very strong, but some tech, such as AEB in reverse, isn't fitted.

ON THE PULL

Many electric cars aren't approved for towing, but the i4 is. All versions can pull up to 1,600kg (750kg unbraked), from the eDrive35 up to the M50. The car's 2.2-ton kerbweight ensures great stability.

COMMON FAULTS

Software glitches can be a pain, especially with the sat-nav and Apple CarPlay. There's also the odd complaint about some of the driver-assistance systems, but that's about it so far.

10:09
CHARGING
Charging mode
Charge immediately
Vehicle will be charged immediately.
Departure plan
No time set.
Pre-conditioning for departure
AC limit
32 A
AC limit
Charging target
100 %
Unlock cable
OFF
CLIMATE MENU
OFF

TECHNOLOGY

The 14.9-inch infotainment screen is paired with a 12.3-inch digital instrument panel. These look great and work well, with the rotary iDrive clickwheel and shortcut buttons making them much easier to operate

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Scan the code to view used BMW i4 Gran Coupés on sale

USED BUYER

FROM £25,000 Our 2022 and 2023 Premium Elec

ONLINE VALUATION TOOL
Head over to our valuation tool to check prices on a specific model.

ON THE ROAD
As you would expect from the brand that makes the 'ultimate driving machines', the i4 not only performs well, it has handling and refinement to match, too

R'S GUIDE BMW i4

ctric Car of the Year is a great choice for buyers looking for an upmarket electric family car

STYLING
Coupé design means the roof swoops down at the rear, but large kidney grille (above) has divided opinion

RUNNING COSTS

IT'S the usual story with EV costs: charge at home and you'll potentially spend very little on electricity, but use the public charging network and you'll have to fork out a lot more.

Insurance tends to be pricey, with even the entry-level eDrive35 sitting in group 34; the eDrive40 is in group 38, while the M50 is in group 43 or 44. Those are typically four or five groups above the equivalent 4 Series Gran Coupé, but on the plus side, the maintenance costs should prove to be lower – potentially quite a lot lower.

As with all BMW cars, the i4 has condition-based (variable) servicing, so there's no set schedule for when some parts need to be replaced. However, the i4's mechanical simplicity means that a typical service costs between £148 and £181 (plus £120 for fresh brake fluid), and this is due potentially only every two years.

RECALLS

IT'S clear that BMW is having to quickly find its feet with the transition to electric, because five of the six recalls issued for the i4 so far are related to its powertrain.

The first campaign, in January 2022, was because crash pads hadn't been fitted to the battery packs of some i4s; the second action, in October 2022, was because of faulty battery packs. The next two recalls came in 2023, the first in May because of poorly installed circuit boards in the battery packs, and the second in August because of sub-standard charging units having been fitted.

Faulty batteries were behind an action in February 2024, with the most recent campaign coming four months later, because some i4s suffered damage to their chassis rails during the production process.

INTERIOR

Soft-touch materials and brushed metal highlights give the i4's well built cabin the upmarket feel buyers expect

ON THE ROAD

THE i4 weighs a lot more than an equivalent 4 Series Gran Coupé, but you wouldn't know it from the driving experience. True to BMW form, the i4 is engaging to drive, with great steering, superb stability, plentiful grip and excellent performance even in eDrive35 form.

This entry-level edition can despatch the 0-62mph sprint in just six seconds and is restricted to 118mph; the M50 is limited to 140mph. Many BMWs suffer from a harsh ride, but not the i4, because air suspension is fitted as standard across the range, and buyers could upgrade it to an even more accomplished adaptive set-up.

RUNNING COSTS

Charge at home to reduce costs as much as possible. Insurance is pricey, though

ALTERNATIVES

THE i4's rivals are generally cheaper to buy new, and also more affordable as a used buy. However, the i4 is a better car to live with than any of those alternatives, including the Tesla Model 3, which trumps the BMW in terms of performance, efficiency and charging, but its driving experience, build quality and ergonomics aren't as good.

Volkswagen's ID.7 is an impressive all-rounder that's more comfortable than the BMW, while the Hyundai Ioniq 6 has a long range and great dynamics. The BYD Seal is also worth a look, while the Polestar 2 is another strong contender, due to its long range, superb performance and great build quality.

PRACTICALITY

Rear-seat space is a little tight, but the 470-litre boot is large and folding the seat backs creates a 1,290-litre capacity. Hatch means access is good

INTERIOR

INTERIOR design and quality have long been stand-out features for BMWs, and they are here. The twin-screen dash is modern, with clear graphics and intuitive menus, while material quality is excellent. Rear-seat space is a bit tight, but there's hatchback practicality and the boot is big, at 470 litres (1,290 seats down), but there's no front boot.

DRIVER POWER

SO far, the only BMW EV to appear in a Driver Power survey is the i3, which was last included in 2023. Back then it came 13th out of 75, which is impressive for a car launched a decade earlier. This year's survey contains six BMWs, the highest-scoring car being the 4 Series Mk2 in seventh place, while the X3 Mk4 was the lowest-rated, in 39th. Several owners have left reviews on our sister website *CarBuyer.co.uk*; all own eDrive40 editions and have awarded the BMW EV the full five stars.

AEX VERDICT ★★★★½

BMW has led in many ways for decades in the ICE world, whether it's efficiency, driving pleasure or ergonomics, while its cars' build quality has invariably been exceptional. So it shouldn't come as a surprise that in the brave new electric world, the German marque should also make a range of cars that appeal in all of those areas and more.

The i4 was good enough to scoop Premium Electric Car of the Year at our 2022 and 2023 New Car Awards, and bagged Best Electric Company Car with our sister website DrivingElectric in 2022. But whether you're a business user or a private buyer, the i4 is a brilliant family model that just happens to be an EV.

BENTLEY CONTINENTAL GT - £44,995

1

THE Bentley Continental GT offers buyers sophisticated style, stupendous speed and a pillowy ride, which makes it the perfect car for crossing counties, countries or even entire continents if you're lucky enough to have the time.

This particular example we found in our classifieds had covered just over 26,000 miles, yet the gorgeous interior appears factory fresh and features quilted leather just about everywhere you look. Meanwhile, its 4.0-litre twin-turbo V8 engine produces 521bhp and 680Nm of torque that will let you get to 192mph if you ever find yourself on an unrestricted German autobahn.

If this particular Bentley Continental GT has already found a new home by the time you get here, you can find more examples through Auto Express via this QR code

"This Bentley is perfect for crossing counties, countries or even entire continents if you have enough time"

3 CAR GARAGE

Three British greats for the price of a new Range Rover

By Ellis Hyde

THE Range Rover is the definitive luxury SUV and the latest version is the biggest, best and more advanced. But unsurprisingly, it's also more costly than ever, so I decided to scour the Auto Express classifieds and build an impressive three-car garage – with every model built in Britain, just like the iconic 4x4 – for the same cost as one new £100k Range Rover.

A lightweight sports car, a luxurious continent-crosser and a premium SUV to fill your driveway, all from the Auto Express used car classifieds

LOTUS EXIGE V6 S - £39,999

2

WHILE the big Bentley offers everything you might want from a car in terms of creature comforts, the Lotus Exige strips it all back to deliver the most thrilling driving experience it can.

The 345bhp supercharged 3.5-litre engine and a kerbweight of around one tonne make for explosive acceleration – with the 0-62mph sprint dispatched in less than four seconds – and precise handling. Plus, if you think modern cars are too complicated and fussy, this Exige V6 S has a good old-fashioned six-speed manual gearbox, unassisted steering and barely any amenities to distract you from the road ahead.

If you're not a huge Lotus fan, then you might be tempted by the many other two-seat coupés you can find in the Auto Express classifieds using this QR code

"Think modern cars are too complicated? The Exige has a six-speed manual gearbox and unassisted steering"

RANGE ROVER SPORT - £18,995

3

THE car we've found might not be the full-fat, flagship Range Rover, but the Range Rover Sport is still an incredibly impressive luxury SUV that's comfortable yet dynamic, and extremely capable off road, just like all Land Rover products should be.

The beautifully finished cabin features Oxford leather, heated front seats and loads of space, including a big boot, giving you a luxurious yet family-friendly option to complete this three-car garage.

If this car has been sold, just click on the QR code to check out all the Range Rover Sports available right now through the Auto Express classifieds

RANGE ROVER
OV13 PDX

"This isn't the full-fat flagship Range Rover, but the Sport is still an incredibly impressive luxury SUV"

NEW CAR PRICES

HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100km/h), in seconds.

ECONOMY/EMISSIONS/RANGE: Combined WLTP economy in miles per gallon, emissions in grams per kilometre of CO2 and maximum claimed range for EVs. Figures are achieved in the latest WLTP tests, but will vary according to equipment and are unlikely to be representative of everyday efficiency.

INSURANCE: Group rating as quoted by the Association of British Insurers.

WARRANTY: Next to each manufacturer's name is the basic warranty period in months and miles for the mechanical parts. EVs and hybrids will have dedicated battery cover.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, the first 12 months' of emissions-based road tax, number plates and first registration.

WILL IT FIT? Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK. The lower the number, the higher the score a model achieved.

ROAD TAX: When a car is first registered, its first year's road tax is included in the price. This is emissions-based, with cars falling into one of 13 bands as follows:

0g/km: £10 **1-50g/km:** £110 **51-75g/km:** £130 **76-90g/km:** £270 **91-100g/km:** £350 **101-110g/km:** £390 **111-130g/km:** £440 **131-150g/km:** £540 **151-170g/km:** £1,360 **171-190g/km:** £2,190 **191-225g/km:** £3,300 **226-255g/km:** £4,680 **255g/km and above:** £5,490

After 12 months, it's the owner's responsibility to tax their vehicle. All cars are now levied at the same rate whether they're electric, hybrid, petrol or diesel. The standard rate is £195, while cars costing more than £40,000 face an additional charge that increases the annual rate to £620. After five years, these models revert to the lower rates.

EURO NCAP RATING: At the start of each model is its Euro NCAP crash test safety rating (if available). The maximum score is five stars, although the test has been made tougher over the years, so ratings aren't comparable between vehicles and expire after six years.

PICK-UP TRUCKS: The models listed here pay a flat rate of road tax, at £355 per year.

ABARTH

Dealers: 82 **Warranty:** 3 yrs/60000 mls

500e - 3673x1682mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (152) auto 500e	164	7.0	0	23	£29975
42kWh (152) auto 500e Turismo	157	7.0	0	23	£33975

500C: add £3000

600e - 4187x1779mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (240) auto 600e	200	6.2	0	35	£36975
54kWh (280) at 600e Scorpionissima	200	5.9	0	36	£39875

ALFA ROMEO

Dealers: 55 **Warranty:** 3 yrs/unlimited mls

Giulia - 4643x1873mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) auto Sprint	39.2	5.7	162	24	£42325
2.0T (280) auto Veloce	38.2	5.7	167	34	£47325
2.0T (280) auto Tributo	38.2	5.7	167	34	£50925
2.9 V6TT (520) auto Quadrifoglio	27.7	3.9	231	46	£86885

Junior - 4173x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Ibrida	58.9	8.9	109	26	£28400
1.2 Hybrid (136) auto Intensa	58.9	8.9	109	26	£33400
54kWh (156) auto Elettrica	247	9.0	0	23	£33905
54kWh (156) auto Speciale	254	9.0	0	23	£35705
54kWh (156) auto Intensa	254	9.0	0	23	£38905
54kWh (280) auto Veloce	200	6.0	0	34	£42305

Tonale - 4528x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T Hybrid (160) auto Sprint	49.6	8.8	129	28	£37405
1.5T Hybrid (160) auto Veloce	48.7	8.8	130	29	£42405
1.3T PHEV (280) auto Sprint Q4	201.8	6.2	30	37	£44585
1.3T PHEV (280) auto Veloce Q4	201.8	6.2	30	37	£49585

Stelvio - 4687x1903mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) auto AWD Sprint	33.6	5.7	191	30	£50400
2.0T (280) auto AWD Veloce	33.2	5.7	192	30	£55400
2.0T (280) auto AWD Tributo	32.1	5.7	199	30	£59000
2.9 V6TT (510) at AWD Q'foglio	23.9	3.8	267	50	£95890
2.2D (210) auto AWD Sprint	46.3	6.6	160	30	£47030
2.2D (210) auto AWD Veloce	46.3	6.6	160	30	£52030
2.2D (210) auto AWD Tributo	44.1	6.6	167	30	£55630

ALPINA

Dealers: 7 **Warranty:** 3 yrs/60000 mls

D3 S - 4723x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto AWD saloon	39.2	4.6	188	50	£69350
3.0TT (355) at AWD Touring	39.2	4.8	188	50	£70250

B3 GT - 4725x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (529) auto AWD saloon	26.6	3.4	241	50	£91640
3.0TT (529) auto AWD Touring	26.6	3.5	241	50	£92740

D4 S - 4792x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) at AWD Gran Coupe	39.2	4.8	188	50	£71400

B4 GT - 4800x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (495) at AWD Gran Coupe	26.6	3.5	241	50	£93740

B8 - 5092x1932mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (634) auto Gran Coupe	23.9	3.3	268	50	£191300

XD3 - 4715x1897mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto XD3	36.7	4.9	202	50	£72000

XB7 - 5195x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (621) auto XB7	22.1	4.2	289	50	£169645

ALPINE

Dealers: 7 **Warranty:** 3 yrs/60000 mls

A290 - 4181x1798mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (180) auto A290 GT	236	7.4	0	27	£33500
52kWh (180) at A290 GT Performance	236	7.4	0	29	£36000
52kWh (220) auto A290 GTS	226	6.4	0	29	£37500

A110 - 4181x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8T (252) auto A110	42.2	4.5	152	44	£55160
1.8T (300) auto A110 GT	41.5	4.2	154	44	£66170
1.8T (300) auto A110 S	40.9	4.2	156	46	£68170
1.8T (300) auto A110 R Turini	41.5	4.0	156	46	£92710

ARIEL

Dealers: N/A **Warranty:** 1 yr/unlimited mls

Atom - 3410x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (245) Atom 3.5	N/A	2.7	N/A	N/A	£32394

Nomad - 3215x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.4 (235) Nomad	N/A	3.4	N/A	N/A	£33500

ASTON MARTIN

Dealers: 20 **Warranty:** 3 yrs/unlimited mls

DBX - 5039x1998mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (707) auto DBX707	19.9	3.3	323	50	£205000

Vantage - 4465x1949mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (665) auto Vantage	23.3	3.5	274	50	£165000
4.0 V8TT (535) auto Vantage F1 Ed	24.3	3.6	264	50	£156000
4.0 V8TT (510) auto Roadster	24.3	3.8	263	50	£138000
4.0 V8TT (535) at Roadster F1 Ed	24.3	3.7	264	50	£163000

DB12 - 4725x2060mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (680) auto DB12	23.2	3.6	276	50	£191000
4.0 V8TT (680) auto DB12 Volante	23.2	4.1	276	50	£204500

Vanquish - 4850x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.2 V12TT (835) auto Vanquish	20.7	3.3	312	50	£334000
5.2 V12TT (835) at Vanquish Volante	N/A	3.4	N/A	50	£361000

AUDI

Dealers: 118 **Warranty:** 3 yrs/60000 mls

A1 Sportback - 4029x1740mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (95) 25 TFSI Sport	52.3	11.0	124	19	£24030
1.0 (95) 25 TFSI S line	51.4	11.0	126	19	£25980
1.0 (95) 25 TFSI auto Sport	50.4	11.5	127	19	£25070
1.0 (95) 25 TFSI auto S line	49.6	11.5	129	19	£27020
1.0 (110) 30 TFSI Sport	51.4	9.7	124	19	£24765
1.0 (110) 30 TFSI S line	50.4	9.7	127	19	£26715
1.0 (110) 30 TFSI auto Sport	50.4	9.8	127	19	£25805
1.0 (110) 30 TFSI auto S line	49.6	9.8	129	19	£27755
1.5 (150) 35 TFSI auto S line	49.6	8.1	128	25	£28780

Black Edition: add £2275 to S line

A3 Sportback - 4343x1984mm
Euro NCAP: ★★★★★ **Driver Power:** 36th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (116) 30 TFSI Sport	50.4	9.7	127	17	£29725
1.5 (116) 30 TFSI S line	48.7	9.7	133	18	£32105
1.5 (116) 30 TFSI auto Sport	53.3	9.9	121	16	£31275
1.5 (116) 30 TFSI auto S line	50.4	9.9	127	18	£33555
1.5 (150) 35 TFSI Sport	50.4	8.4	128	22	£30780
1.5 (150) 35 TFSI S line	47.9	8.4	134	22	£33160
1.5 (150) 35 TFSI auto Sport	53.3	8.1	121	23	£32285
1.5 (150) 35 TFSI auto S line	50.4	8.1	127	23	£34565
1.5 (204) 40 TFSI e auto Sport	941.6	7.4	7	25	£39290
1.5 (204) 40 TFSI e auto S line	706.2	7.4	9	26	£41570
2.0 TFSI (333) quat at S3 Black Ed	33.6	4.7	191	33	£48055
2.5 TFSI (400) quattro auto RS 3	30.4	3.8	211	36	£61190
2.0 (150) 35 TDI auto Sport	57.6	8.1	128	23	£34185
2.0 (150) 35 TDI auto S line	55.4	8.1	134	24	£36565

Black Edition: add £1700 to S line (not 30 TFSI) **Carbon Black:** add £4650 to RS 3 **Vorsprung:** add £5475 to S3 Black Edition, add £7250 to RS 3

A3 Saloon - 4495x1984mm
Euro NCAP: ★★★★★ **Driver Power:** 36th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (116) 30 TFSI Sport	52.3	9.7	124	18	£30300
1.5 (116) 30 TFSI S line	49.6	9.7	129	18	£32580
1.5 (116) 30 TFSI auto Sport	54.3	9.9	119	17	£31850
1.5 (116) 30 TFSI auto S line	52.3	9.9	123	18	£34130
1.5 (150) 35 TFSI Sport	51.4	8.4	125	22	£31300
1.5 (150) 35 TFSI S line	49.6	8.4	130	22	£33580
1.5 (150) 35 TFSI auto Sport	54.3	8.1	119	23	£32850
1.5 (150) 35 TFSI auto S line	52.3	8.1	123	23	£35130
2.0 TFSI (333) quat at S3 Black Ed	35.3	4.7	183	33	£48065
2.5 TFSI (400) quattro auto RS 3	31.0	3.8	207	36	£62190
2.0 (150) 35 TDI auto Sport	58.9	8.1	125	24	£34750
2.0 (150) 35 TDI auto S line	56.5	8.1	131	24	£37030

Black Edition: add £1700 to S line
Carbon Black: add £4650 to RS 3
Vorsprung: add £5475 to S3 add £7250 to RS 3

A5 - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	42.2	9.8	155	23	£42660
2.0 TFSI (150) auto S line	41.5	9.8	154	24	£44810
2.0 TFSI (204) auto Sport	42.2	7.8	155	30	£45000
2.0 TFSI (204) auto S line	41.5	7.8	155	31	£47150
3.0 V6 TFSI (367) quat at S5 Edition 1	37.2	4.5	173	42	£68730
2.0 TDI (204) auto Sport	58.9	7.7	127	32	£47200
2.0 TDI (204) auto S line	58.9	7.7	127	32	£49350
2.0 TDI (204) quattro auto Sport	56.5	6.9	133	34	£48775
2.0 TDI (204) quattro auto S line	55.4	6.9	133	34	£50925

Edition 1: add £5000 to S line

A5 Avant - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	41.5	9.8	155	24	£44560
2.0 TFSI (150) auto S line	40.9	9.8	157	24	£46710
2.0 TFSI (204) auto Sport	41.5	7.8	157	30	£46900
2.0 TFSI (204) auto S line	40.9	7.8	159	31	£49050
3.0 V6 TFSI (367) quat at S5 Edition 1	36.2	4.5	177	43	£70600
2.0 TDI (204) auto Sport	57.6	7.7	129	32	£49100
2.0 TDI (204) auto S line	57.6	7.7	130	32	£51350
2.0 TDI (204) quattro auto Sport	55.4	6.9	134	34	£50675
2.0 TDI (204) quattro auto S line	55.4	6.9	135	34	£52825

Edition 1: add £5000 to S line

A6 - 4939x1886mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (299) 50 TFSI e quat auto Sport	256.8	6.2	27	27	£60010
3.0 V6 TDI (344) quat at S6 Black	40.4	5.0	184	44	£74620

S line: add £2635 to Sport
Black Edition: add £2425 to S line
Vorsprung: add £14400 to S6 Black Edition

A6 Avant - 4939x1886mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 TFSI (600) quattro at RS 6 perf	22.4	3.6	286	50	£120165
3.0 V6 TDI (344) quat at S6 Black	39.2	5.1	189	44	£76990

Vorsprung: add £14400 to S6 Black Edition **Carbon Black:** add £8950 to RS 6 **Carbon Vorsprung:** add £17400 to RS 6

A6 Sportback e-tron - 4928x1923mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (326) auto Sport	384	6.0	0	43	£62530
83kWh (326) auto S line	383	6.0	0	43	£66030
100kWh (380) auto Sport perf	464	5.4	0	44	£69930
100kWh (380) auto S line perf	463	5.4	0	44	£73430
100kWh (462) quattro auto Sport	440	4.5	0	48	£75030
100kWh (462) quattro auto S line	439	4.5	0	50	£78530
100kWh (551) quattro at S6 Edition 1	407	3.9	0	50	£97530

Edition 1: add £5000 to S line

A6 Avant e-tron - 4928x1923mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (326) auto Sport	364	6.0	0	43	£64330
83kWh (326) auto S line	362	6.0	0	43	£67830
100kWh (380) auto Sport perf	437	5.4	0	44	£71730
100kWh (380) auto S line perf	436	5.4	0	44	£75230
100kWh (462) quattro auto Sport	418	4.5	0	48	£76830
100kWh (462) quattro auto S line	415	4.5	0	50	£80330
100kWh (551) quattro at S6 Edition 1	391	3.9	0	50	£99330

Edition 1: add £5000 to S line

A7 Sportback - 4969x1908mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quat auto Sport	36.2	6.2	177	40	£61280
2.0 (204) 40 TDI quat auto Sport	48.7	7.0	152	40	£59020

S line: add £2300 to Sport
Black Edition: add £2800 to S line

e-tron GT - 4990x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
105kWh (680) quattro auto S	375	3.4	0	50	£107770
105kWh (857) quattro auto RS	368	2.8	0	50	£126370
105kWh (857) quat at RS Carbon Bl	369	2.8	0	50	£138870
105kWh (925) quat at RS perf	365	2.5	0	50	£142870
105kWh (925) quat at RS perf Carbon	365	2.5	0	50	£155370

Vorsprung: add £22900 to S,
add £11000 to RS Carbon Black

A8 - 5172-5302x1945mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at Sport	31.0	5.6	206	29	£86645
3.0 V6 (462) 60 TFSI e qt at Sport	148.7	4.9	42	50	£94430
3.0 V6 (462) 60 TFSI e qt at Sport L	148.7	4.9	43	50	£98430
4.0 V8 TFSI (571) quat at S8 Black	24.6	3.8	260	50	£116485
3.0 (286) 50 TDI quat auto Sport	40.4	5.9	185	29	£83910
3.0 (286) 50 TDI quat auto Sport L	39.8	5.9	185	29	£87910

S line: add £4250 to Sport
Black Edition: add £2300 to S line
Vorsprung: add £10750 to S8

Q2 - 4191x1794mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (116) 30 TFSI Sport	49.6	10.5	131	14	£29765
1.0 (116) 30 TFSI S line	47.9	10.5	134	14	£32215
1.5 (150) 35 TFSI Sport	47.9	8.6	133	20	£31575
1.5 (150) 35 TFSI S line	47.9	8.6	133	20	£34025
1.5 (150) 35 TFSI auto Sport	46.3	8.6	138	20	£33125
1.5 (150) 35 TFSI auto S line	46.3	8.6	138	20	£35575
2.0 TFSI (300) quat at SQ2 Black Ed	34.4	4.9	186	37	£46820

Black Edition: add £1700 to S line
Vorsprung: add £3850 to SQ2

Q3 - 4484x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (150) 35 TFSI Sport	43.5	9.5	148	24	£34480
1.5 (150) 35 TFSI S line	43.5	9.5	148	24	£37240
1.5 (150) 35 TFSI auto Sport	43.5	9.4	148	24	£36060
1.5 (150) 35 TFSI auto S line	43.5	9.4	148	24	£38820
2.0 (190) 40 TFSI quattro at S line	34.9	7.3	184	31	£41745
2.0 (245) 45 TFSI quattro at S line	32.8	5.8	196	35	£44200
1.4 (245) 45 TFSI e auto S line	176.6	7.3	36	31	£44550
2.0 (150) 35 TDI auto Sport	52.3	9.3	142	25	£37660
2.0 (150) 35 TDI auto S line	52.3	9.3	142	25	£40420
2.0 (200) 40 TDI quattro at S line	42.8	7.3	174	25	£42845

Black Edition: add £2050 to S line

Q3 Sportback - 4484x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (150) 35 TFSI Sport	42.8	9.5	149	24	£36040
1.5 (150) 35 TFSI S line	42.8	9.5	149	24	£38390
1.5 (150) 35 TFSI auto Sport	42.8	9.5	149	24	£37620
1.5 (150) 35 TFSI auto S line	42.8	9.5	149	24	£39970
2.0 (190) 40 TFSI quattro at S line	36.7	7.3	175	31	£42895
2.0 (245) 45 TFSI quattro at S line	32.8	5.8	195	35	£45350
1.4 (245) 45 TFSI e auto S line	176.6	7.3	36	32	£45700
2.0 (150) 35 TDI auto Sport	51.4	9.3	143	25	£38810
2.0 (150) 35 TDI auto S line	51.4	9.3	143	25	£41145
2.0 (200) 40 TDI quattro at S line	44.8	7.3	164	25	£43995

Black Edition: add £2050 to S line

Q4 e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) 35 e-tron auto Sport	215	9.0	0	N/A	£48475
82kWh (286) 45 e-tron auto Sport	342	6.7	0	36	£51270
82kWh (286) 45 e-tron qt at Sport	320	6.6	0	37	£52700
82kWh (340) 55 e-tron qt at Sport	320	5.4	0	39	£57650

S line: add £2550
Black Edition: add £4800

Q4 Sportback e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) 35 e-tron auto Sport	221	9.0	0	N/A	£49525
82kWh (286) 45 e-tron auto Sport	351	6.7	0	36	£52770
82kWh (286) 45 e-tron qt at Sport	327	6.6	0	37	£54200
82kWh (340) 55 e-tron qt at Sport	327	5.4	0	39	£59150

S line: add £2550
Black Edition: add £4800

Q5 - 4663x1893mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quattro at Sport	33.6	6.1	191	31	£49415
2.0 (265) 45 TFSI quattro at S line	33.6	6.1	191	31	£51565
2.0 (299) 50 TFSI e quat at Sport	188.3	6.1	35	40	£55105
2.0 (299) 50 TFSI e quat at S line	188.3	6.1	35	41	£57255
2.0 (204) 40 TDI quattro at Sport	44.8	7.6	165	31	£48210
2.0 (204) 40 TDI quattro at S line	44.8	7.6	165	31	£50775
3.0 V6 TDI (341) quat at SQ5 Black	34.9	5.1	213	N/A	£65865

Black Edition: add £2500 to S line
Vorsprung: add £12000 to SQ5

Q5 Sportback - 4663x1893mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quattro at Sport	33.6	6.1	192	38	£51865
2.0 (265) 45 TFSI quattro at S line	33.6	6.1	192	38	£54015
2.0 (299) 50 TFSI e quat at Sport	188.3	6.1	36	40	£57555
2.0 (367) 50 TFSI e quat at S line	188.3	6.1	36	41	£59705
2.0 (204) 40 TDI quattro at Sport	44.8	7.6	166	35	£50660
2.0 (204) 40 TDI quattro at S line	44.8	7.6	166	35	£53225
3.0 V6 TDI (341) quat at SQ5 Black	34.4	5.1	214	N/A	£68315

Black Edition: add £2500 to S line
Vorsprung: add £12000 to SQ5

Q6 e-tron - 4771x1939mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (252) auto Sport	326	7.0	0	44	£59975
83kWh (252) auto S line	300	7.0	0	45	£62975
83kWh (252) auto Edition 1	301	7.0	0	47	£67975
100kWh (306) auto Sport perf	393	6.7	0	45	£63475
100kWh (306) auto S line perf	361	6.7	0	47	£66475
100kWh (306) auto Edition 1 perf	363	6.7	0	48	£71475
100kWh (388) quattro auto Sport	382	5.9	0	46	£68975
100kWh (388) quattro auto S line	349	5.9	0	47	£71975
100kWh (388) quattro at Edition 1	350	5.9	0	48	£76975
100kWh (490) qt at SQ6 Edition 1	360	4.4	0	50	£92950

Q7 - 5052x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at S line	26.9	5.9	238	41	£70005
3.0 V6 (394) 55 TFSI e quat at S line	217.3	5.7	29	41	£75520
4.0 V8 TFSI (507) qt at SQ7 Black	23.3	4.1	276	50	£92560
3.0 V6 (231) 45 TDI quat at S line	34.9	7.3	213	41	£67575
3.0 V6 (286) 50 TDI quat at S line	34.9	6.5	213	43	£70615

Black Edition: add £4550 to S line
Vorsprung: add £23200 to S line, add £18950 to SQ7

Q8 - 4986x1995mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at S line	27.2	5.6	235	45	£76995
3.0 V6 (394) 55 TFSI e quat at S line	217.3	5.7	30	41	£82695
4.0 V8 TFSI (507) qt at SQ8 Black	23.0	4.1	279	50	£98160
4.0 V8 TFSI (600) quattro at RS Q8	21.9	3.8	293	50	£120550
4.0 V8 TFSI (640) quat at RS Q8 perf	21.2	3.6	295	50	£135550
3.0 V6 (286) 50 TDI quat at S line	34.9	6.1	213	47	£76360

Black Edition: add £4550 to S line
Vorsprung: add £23800 to S line, add £19550 to SQ8, add £17800 to RS Q8 **Carbon Black:** add £10500 to RS Q8

BAC

Dealers: 1 **Warranty:** 1yr

Mono - 4952x1836mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 (305) Mono	N/A	2.7	N/A	N/A	£215000
2.5 (350) Mono R	N/A	2.5	N/A	N/A	£235000

BENTLEY

Dealers: 23 **Warranty:** 3 yrs/unlimited mls

Flying Spur - 5316x1988mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (544) auto	85.6	4.3	75	50	£180400
3.0 V6 Hybrid (544) auto S	85.6	4.3	75	50	£201000
4.0 V8TT (550) auto	22.2	4.1	288	50	£175100
4.0 V8TT (550) auto S	22.2	4.1	288	50	£202400
4.0 V8 Hybrid (782) auto Speed	941.6	3.5	33	50	£239000

Bentayga - 5125x2010mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (462) auto	83.1	5.3	68	50	£172600
3.0 V6 Hybrid (462) auto S	83.1	5.3	68	50	£195000
4.0 V8TT (550) auto	23.5	4.5	294	50	£172600
4.0 V8TT (550) auto S	21.7	4.5	294	50	£201500

Continental - 4895x1966mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8 Hybrid (680) auto GT	N/A	3.7	N/A	50	£202400
4.0 V8 Hybrid (782) at GT Conv	N/A	3.9	N/A	50	£222600
4.0 V8 Hybrid (782) auto GT Speed	217.3	3.2	29	50	£251000
4.0 V8 Hybrid (782) at GT Spd Conv	201.8	3.4	31	50	£272100

BMW

Dealers: 192 Warranty: 3 yrs/unlimited mls

1 Series - 4361x1800mm
Euro NCAP: N/A **Driver Power:** 17th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) 120 Sport	52.3	7.8	121	N/A	£31065
1.5T (170) 120 M Sport	52.3	7.8	122	N/A	£33065
2.0T (306) auto xDrive M135	36.7	4.9	174	N/A	£43000

2 Series Gran Coupe - 4526x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (136) 218i M Sport	49.6	9.2	130	22	£33165
1.5T (136) auto 218i M Sport	49.6	9.1	129	22	£34650
2.0T (178) auto 220i M Sport	47.1	7.1	136	27	£37450
2.0T (306) auto xDrive M235i	39.8	4.9	162	36	£44050

3 Series - 4709x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	44.1	7.4	145	29	£40220
2.0T (184) auto 320i M Sport	43.5	7.4	146	29	£41470
3.0T (374) auto M340i xDrive	35.3	4.4	182	38	£59835
3.0TT (530) at M3 Comp xDrive	28.0	3.5	227	41	£85715
2.0T PHEV (292) auto 330e Sport	217.3	5.8	30	33	£46985
2.0T PHEV (292) at 330e M Sport	201.8	5.8	31	33	£48235
2.0T PHEV (292) at 330e xD Sport	188.3	5.8	33	34	£48535
2.0T PHEV (292) a 330e xD M Spt	188.3	5.8	34	34	£49785
2.0 (190) auto 320d Sport	58.9	6.9	127	30	£43200
2.0 (190) auto 320d M Sport	57.6	6.9	129	30	£44500
3.0 (340) auto M340d xDrive	47.1	4.6	158	42	£56420

3 Series Touring - 4709x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	42.2	7.6	152	29	£42430
2.0T (184) auto 320i M Sport	42.2	7.6	152	29	£43680
3.0T (374) auto M340i xDrive	34.0	4.6	187	38	£61635
3.0TT (510) at M3 Comp xDrive	27.4	3.6	233	41	£87945
2.0T PHEV (292) auto 330e Sport	201.8	5.8	31	33	£48785
2.0T PHEV (292) at 330e M Sport	201.8	5.8	31	33	£50035
2.0T PHEV (292) at 330e xD Sport	176.6	5.8	35	34	£50335
2.0T PHEV (292) a 330e xD M Spt	176.6	5.8	36	34	£51585
2.0 (190) auto 320d Sport	56.5	7.2	132	30	£45050
2.0 (190) auto 320d M Sport	55.4	7.2	133	30	£46300
3.0 (340) auto M340d xDrive	45.6	4.7	163	42	£61220

i4 - 4783x1852mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70.2kWh (286) at eDrive35 Sport	299	6.0	0	38	£51270
70.2kWh (286) at eDriv35 M Sport	288	6.0	0	38	£52770
80.7kWh (340) at eDrive40 Sport	365	5.7	0	35	£59365
80.7kWh (340) at eDriv40 M Sport	352	5.7	0	36	£60865
80.7kWh (544) auto M50 xDrive	318	3.9	0	43	£70900

5 Series - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** 26th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 520i M Sport	48.7	7.5	132	35	£51015
2.0T (299) auto 530e M Sport	470.8	6.3	14	39	£59455
3.0T (489) at 550e xDrive M Sport	353.1	4.3	20	44	£76605
4.4 V8TT (727) auto M5 xDrive	201.8	3.5	32	47	£111405

M Sport Pro: add £3000 to M Sport

5 Series Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** 26th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (299) auto 530e M Sport	403.5	6.3	16	39	£61705
4.4 V8TT (727) auto M5 xDrive	166.2	3.5	39	47	£113405

M Sport Pro: add £3000 to M Sport

i5 - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	356	6.0	0	43	£67695
83.9kWh (340) at eDriv40 M Sport	357	6.0	0	43	£74105
83.9kWh (601) auto M60 xDrive	315	3.8	0	49	£97745

M Sport Pro: add £4000 to M Sport

i5 Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	342	6.1	0	43	£69945
83.9kWh (340) at eDriv40 M Sport	344	6.1	0	43	£76355
83.9kWh (601) auto M60 xDrive	310	3.9	0	50	£99995

M Sport Pro: add £4000 to M Sport

7 Series - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at 750e xD Excell	282.5	4.8	22	50	£105510
3.0T PHEV (489) at 750e xD M Spt	282.5	4.8	22	50	£110010
3.0T PHEV (571) at M760e xDrive	256.8	4.3	158	50	£121085

i7 - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
106kWh (455) at eDriv50 Ex'lence	379	5.5	0	50	£101765
106kWh (455) at eDriv50 M Sport	379	5.5	0	50	£106265
106kWh (544) at xDriv60 Ex'lence	387	4.7	0	50	£115735
106kWh (544) at xDriv60 M Sport	384	4.7	0	50	£120235
106kWh (660) auto M70 xDrive	348	3.7	0	50	£164320

Pro: add £20445 to Excellence, add £23195 to M Sport

8 Series Gran Coupe - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (333) auto 840i M Sport	33.2	5.4	194	44	£81490
4.4 V8TT (530) auto M850i xDrive	26.4	3.9	243	49	£113545
4.4 V8TT (625) at M8 Competition	24.8	3.2	261	50	£139745

2 Series Active Tourer - 4386x1824mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (170) auto 220i Sport	47.9	8.1	135	24	£34055
2.0T (218) auto 223i Sport	46.3	7.0	138	29	£36840
2.0T PHEV (245) at 225e xDrv Spt	353.1	6.7	19	27	£40070
2.0T PHEV (326) at 230e xDr M Sp	353.1	5.5	19	33	£46680

Luxury: add £865 to Sport
M Sport: add £3730 to Sport

X1 - 4500x1845mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto sDrive20i Sport	47.9	8.3	134	25	£35410
1.5T (170) auto sDrive20i xLine	47.1	8.3	135	25	£37440
2.0T (218) auto xDrive23i xLine	42.8	7.1	148	31	£40585
2.0T (300) auto xDrive M35i	36.2	5.4	175	35	£49385
1.5T PHEV (245) at xDriv25e Sport	403.5	7.1	15	29	£42670
1.5T PHEV (245) at xDriv25e xLine	403.5	7.1	16	30	£44670
1.5T PHEV (326) at xDriv30e xLine	353.1	5.6	17	33	£46940
2.0 (150) auto sDrive18d Sport	57.6	8.9	129	24	£36620
2.0 (150) auto sDrive18d xLine	56.5	8.9	131	24	£38650
2.0 (211) auto xDrive23d xLine	57.6	7.4	128	30	£42190
65kWh (204) at iX1 eDr20 Sport	293	8.6	0	29	£46205
65kWh (204) at iX1 eDr20 xLine	288	8.6	0	29	£48205
65kWh (306) at iX1 xDr30 xLine	270	5.6	0	37	£54125

M Sport: add £2750 to xLine

X2 - 4554x1845mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto xDrive20i M Sport	48.7	8.3	131	25	£41680
2.0T (300) auto M35i	36.7	5.4	174	34	£50785
65kWh (204) at iX2 eDr20 M Sport	283	8.6	0	31	£51615
65kWh (306) at iX2 xDr30 M Sport	267	5.6	0	38	£57445

X3 - 4755x1920mm
Euro NCAP: ★★★★★ **Driver Power:** 39th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 20 xDrive xLine	40.9	7.8	156	32	£48375
2.0T PHEV (299) at 30e xDrive xLine	282.5	6.2	22	38	£57245
3.0T (398) auto M50 xDrive	36.7	4.6	175	42	£66980
2.0 (190) auto 20d xDrive xLine	48.7	7.7	153	33	£49785

M Sport: add £1800 to xLine

X4 - 4752x1918mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (360) auto xDrive M40i	31.4	4.9	205	43	£68330
3.0TT (510) at X4 M Competition	25.0	3.8	258	46	£95565
2.0 (190) auto xDrive20d M Sport	47.9	7.9	153	32	£54035
3.0 (286) auto xDrive30d M Sport	46.3	5.7	159	41	£60415
3.0 (340) auto M40d	41.5	4.9	179	45	£67820

X5 - 4922x2004mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at xDriv50e M Spt	235.4	4.8	27	48	£82055
4.4 V8TT (530) auto M60i xDrive	24.4	4.3	262	50	£94390
4.4 V8TT (625) at X5 M Comp	21.1	3.8	304	50	£128845
3.0 (298) auto xDrive30d xLine	39.8	6.1	186	45	£70685
3.0 (352) auto xDrive40d M Sport	37.7	5.5	196	48	£78890

M Sport: add £4055 to xLine

X6 - 4935x2004mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) auto xDrive40i M Sport	32.8	5.4	195	50	£78750
4.4 V8TT (530) auto M60i xDrive	25.2	4.3	257	50	£93170
4.4 V8TT (625) at X6 M Comp	21.4	3.8	300	50	£131545
3.0 (286) auto xDrive30d M Sport	39.8	6.1	187	50	£76925
3.0 (352) auto xDrive40d M Sport	38.7	5.5	191	50	£81640

iX - 4953x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100.6kWh (408) at xDrive45 Sport	374	5.1	0	47	£75315
100.6kWh (408) at xDrive45 M Sport	367	5.1	0	47	£78315
111.5kWh (544) at xDrive60 M Sport	426	4.6	0	50	£93115
111.5kWh (659) auto xDrive M70	365	3.8	0	50	£114215

X7 - 5151x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (381) at xDrive40i Excellence	29.4	5.8	217	50	£92160
4.4 V8TT (530) auto M60i xDrive	23.2	4.7	276	50	£116910
3.0 (352) at xDrive40d Excellence	36.2	5.9	205	50	£93245

M Sport: add £3000 to Excellence

XM - 5110x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (476) auto XM 50e	201.8	4.3	33	50	£110840
4.4 V8TT PHEV (653) auto XM	176.6	4.3	39	50	£150380
4.4 V8TT PHEV (748) auto Label	166.2	3.8	44	50	£174440

2 Series Coupe - 4537x1838mm
Euro NCAP: ★★★★★ **Driver Power:** 10th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 220i M Sport	44.1	7.5	146	28	£38980
2.0T (245) auto 230i M Sport	42.8	5.9	151	33	£43315
3.0TT (374) auto M240i xDrive	34.4	4.3	185	37	£49970
3.0TT (480) M2	28.0	4.2	229	42	£70630
3.0TT (480) auto M2	29.1	4.0	221	42	£68705

4 Series Coupe - 4640x1825mm
Euro NCAP: N/A **Driver Power:** 7th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	44.8	7.5	144	30	£45195
3.0TT (374) auto M440i xDrive	36.2	4.5	177	40	£62880
3.0TT (530) auto M4 Comp xDrive	28.0	3.5	228	44	£91650
3.0TT (551) auto M4 CS xDrive	27.7	3.4	232	47	£122685

4 Series Convertible - 4640x1825mm
Euro NCAP: N/A **Driver Power:** 7th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	41.5	8.2	155	33	£52690
3.0TT (374) auto M440i xDrive	34.4	4.9	184	43	£69555
3.0TT (530) auto M4 Comp xDrive	27.4	3.7	232	46	£95655

8 Series Coupe - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (333) auto 840i M Sport	33.6	5.2	191	45	£87030
4.4 V8TT (530) auto M850i xDrive	26.6	3.9	242	50	£120135
4.4 V8TT (625) at M8 Competition	25.0	3.2	259	50	£145450

8 Series Convertible - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (333) auto 840i M Sport	32.8	5.5	195	48	£94030
4.4 V8TT (530) auto M850i xDrive	26.2	4.1	247	50	£127315
4.4 V8TT (625) at M8 Competition	24.6	3.3	263	50	£152450

Z4 - 4324x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (197) auto sDrive20i M Sport	39.8	6.6	161	30	£46510
3.0TT (340) M40i	32.5	4.6	197	38	£65710
3.0TT (340) auto M40i	35.3	4.5	180	38	£59275

BYD

Dealers: 4 **Warranty:** 6 yrs/150000 mls

Dolphin Surf - 3990x1720mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
30kWh (88) auto Active	137	11.1	0	14	£18650
43.2kWh (88) auto Boost	200	12.1	0	14	£21950
43.2kWh (156) auto Comfort	193	9.1	0	19	£23950

Dolphin - 4290x1770mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60.4kWh (204) auto Comfort	265	7.0	0	30	£30195
60.4kWh (204) auto Design	265	7.0	0	30	£31695

Atto 3 - 4455x1875mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60.5kWh (204) auto Comfort	260	7.3	0	40	£37695
60.5kWh (204) auto Design	260	7.3	0	41	£39695

Seal - 4800x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (312) auto Design	354	5.9	0	48	£45695
83kWh (530) auto Excellence AWD	323	3.8	0	50	£48695

Seal U - 4775x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 DM-i (218) auto Boost	313.9	8.9	21	32	£33205
1.5 DM-i (218) auto Comfort	706.8	8.9	9	32	£35205
1.5 DM-i (324) auto Design AWD	235.4	5.9	26	40	£39905

Sealion 7 - 4830x1925mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82.5kWh (313) auto Comfort	300	6.7	0	N/A	£44990
82.5kWh (530) auto Design AWD	283	4.5	0	N/A	£49290
91.3kWh (530) auto Excellence AWD	312	4.5	0	N/A	£57290

CADILLAC

Dealers: 1 **Warranty:** 4 yrs/60000 mls

Lyriq - 5005x1977mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (528) auto 600E4 Luxury	329	5.3	0	N/A	£75000
102kWh (528) auto 600E4 Sport	329	5.3	0	N/A	£75000

CATERHAM

Dealers: 5 **Warranty:** N/A

Seven - 3100-3350x1470-1685mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
0.7T (84) 170	N/A	6.9	109	N/A	£29490
0.7T (84) Super Seven 600	N/A	6.9	109	N/A	£30490
2.0 (180) 360	N/A	4.8	N/A	N/A	£38490
2.0 (180) Super Seven 2000	N/A	4.8	N/A	N/A	£40990
2.0 (210) 420	N/A	3.8	N/A	N/A	£41990
2.0 (210) 420 Cup	N/A	3.8	N/A	N/A	£56490
2.0 S/C (310) 620	N/A	2.8	N/A	N/A	£58490

Large chassis: add £2750
factory build: add £2595 (included on 420 Cup/620)

CHERY

Dealers: TBC **Warranty:** 7 yrs/100000 mls

Tiggo 7 - 4553x1862mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Aspire	N/A	9.4	159	N/A	£23660
1.6T (147) auto Summit	N/A	9.4	159	N/A	£26660
1.5T PHEV (204) auto Aspire	N/A	8.5	23	N/A	£29830
1.5T PHEV (204) auto Summit	N/A	8.5	23	N/A	£32830

Tiggo 8 - 4725x1860mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Aspire	N/A	9.8	177	N/A	£25940
1.6T (147) auto Summit	N/A	9.8	177	N/A	£29180
1.5T PHEV (204) auto Aspire	N/A	8.5	31	N/A	£32660
1.5T PHEV (204) auto Summit	N/A	8.5	31	N/A	£36380

CHEVROLET

Dealers: 1 **Warranty:** 3 yrs/60000 mls

Corvette - 4634x1934mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.2 V8 (482) auto Stingray	23.3	3.5	277	50	£93730
6.2 V8 (482) auto Stingray	23.3	3.5	277	50	£96680
5.5 V8TT (646) auto Z06	17.1	3.1	377	50	£176991

Convertible: add £5000

CITROEN

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Ami - 2410x1390mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.5kWh (6kW) auto Ami	46	N/A	0	N/A	£7695
5.5kWh (6kW) at My Ami Cargo	46	N/A	0	N/A	£7954
5.5kWh (6kW) at My Ami Colour	46	N/A	0	N/A	£8095
5.5kWh (6kW) auto My Ami Peps	46	N/A	0	N/A	£8595

C3/e-C3 - 4015x1813mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Plus	52.0	10.6	128	N/A	£18305
1.2 Hybrid (110) auto Plus	56.5	9.8	114	N/A	£20115
1.2 Hybrid (110) auto Max	56.5	9.8	114	N/A	£21815
44kWh (113) auto Plus	199	10.4	0	N/A	£22095
44kWh (113) auto Max	198	10.4	0	N/A	£23795

C4/e-C4 - 4360x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) auto Plus	50.7	9.4	134	19	£23750
1.2 PureTech (130) auto Max	50.7	9.4	135	19	£25640
1.2 Hybrid (100) auto You!	62.1	10.7	107	16	£22595
1.2 Hybrid (136) auto Plus	62.1	8.0	107	23	£25035
1.2 Hybrid (136) auto Max	62.1	8.0	107	23	£26925
50kWh (136) auto You!	219	10.0	0	21	£27650
50kWh (136) auto Plus	219	10.0	0	22	£28715
54kWh (156) auto Max	257	9.2	0	23	£31505

C4 X/e-C4 X - 4600x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Plus	62.1	8.0	106	24	£25035
1.2 Hybrid (136) auto Max	62.1	8.0	107	24	£26925
50kWh (136) auto Plus	222	10.0	0	23	£28715
54kWh (156) auto Max	263	9.3	0	23	£31505

E-Series: add £1160 to e-C4 Max

C5 X - 4805x1865mm
Euro NCAP: N/A **Driver Power:** 8th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) auto Plus	47.3	10.4	139	20	£31355
1.2 PureTech (130) auto Max	47.3	10.4	140	20	£33695
1.2 Hybrid (136) auto Plus	58.8	9.7	116	23	£32615
1.2 Hybrid (136) auto Max	58.8	9.7	116	23	£34995
1.6 PureTech PHEV (225) auto Plus	269.5	7.9	32	31	£39555
1.6 PureTech PHEV (225) auto Max	269.5	7.9	33	31	£41895

Berlingo - 4403-4753x1848mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (110) Plus M	44.7	11.2	154	12	£23355
1.5 BlueHDi (130) auto Plus M	51.9	11.7	152	15	£27055
1.5 BlueHDi (130) auto Max M	51.9	11.7	153	15	£29570
52kWh (136) auto Plus M	212	9.9	0	20	£31240
52kWh (136) auto Max M	211	9.9	0	21	£33755
52kWh (136) auto Plus XL	206	9.9	0	21	£32140

SpaceTourer - 4980-5330x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 BlueHDi (180) at Holidays Max M	29.8	10.6	208	N/A	£55395
50kWh (136) auto You! M	136	13.1	0	30	£38150
50kWh (136) auto You! XL	134	13.1	0	31	£39050
75kWh (136) auto You! M	214	13.1	0	31	£43550
75kWh (136) auto You! XL	214	13.1	0	32	£44450

Max: add £10840 to 75kWh

C3/e-C3 Aircross - 4395x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Plus	50.2	10.6	136	N/A	£20605
1.2 Hybrid (136) auto Plus	57.4	10.1	121	N/A	£24065
1.2 Hybrid (136) auto Max	57.4	10.1	121	N/A	£26065
44kWh (113) auto Plus	188	12.9	0	N/A	£23095
44kWh (113) auto Max	188	12.9	0	N/A	£25095

Seven seats: add £765 to 1.2

C5 Aircross - 4500x1969mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Plus	53.3	10.2	127	18	£28505
1.2 Hybrid (136) auto Max Edition	53.3	10.2	128	18	£33145
1.6 PureTech PHEV (225) at Max Ed	220.9	8.2	33	28	£37630
1.5 BlueHDi (130) auto Plus	54.1	10.6	144	19	£27780
1.5 BlueHDi (130) auto Max Edition	54.1	10.6	144	19	£32420

CUPRA

NEW CAR PRICES

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Leon - 4398x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	48.7	8.9	132	20	£31090
1.5 TSI (150) V2	47.1	8.9	137	21	£33405
1.5 eTSI (150) auto V1	51.4	8.7	124	21	£32965
1.5 eTSI (150) auto V2	49.6	8.7	129	21	£35265
1.5 TSI e-Hybrid (204) auto V1	706.2	7.7	9	26	£38940
1.5 TSI e-Hybrid (204) auto V2	706.2	7.7	9	26	£41240
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.1	9	28	£42075
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.1	9	29	£44530
1.5 TSI e-Hybrid (272) at VZ First Ed	706.2	7.1	10	29	£45850
2.0 TSI (300) auto VZ1	36.7	5.7	173	30	£41465
2.0 TSI (300) auto VZ2	37.2	5.7	174	31	£43920

V3: add £1650 to 1.5 TSI V2, add £1995 to eTSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Leon Estate - 4657x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	47.9	9.2	134	20	£33370
1.5 TSI (150) V2	46.3	9.2	139	20	£35915
1.5 eTSI (150) auto V1	51.4	9.0	126	21	£35245
1.5 eTSI (150) auto V2	49.6	9.0	130	21	£37775
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£44400
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£46855
1.5 TSI e-Hybrid (272) at VZ First Ed	565.0	7.3	11	30	£48270
2.0 TSI (333) auto 4Drive VZ1	34.0	4.8	188	34	£45190
2.0 TSI (333) auto 4Drive VZ2	34.0	4.8	188	33	£47645

V3: add £1650 to 1.5 TSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Born - 4322x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
59kWh (230) auto V1	262	6.6	0	26	£35495
59kWh (230) auto V2	262	6.6	0	27	£37265
77kWh (230) auto V3	341	7.0	0	28	£41795
79kWh (326) auto VZ	366	5.6	0	34	£44625

V3: add £1750 to 58kWh V2

Ateca - 4394x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto V1	42.2	9.3	153	17	£36700
2.0 TSI (190) auto 4Drive V1	35.8	7.2	180	24	£40500
2.0 TSI (300) auto 4Drive VZ1	31.4	4.9	205	30	£44705
2.0 TSI (300) auto 4Drive VZ2	31.4	4.9	205	31	£47405
2.0 TSI (300) auto 4Drive VZ3	31.4	4.9	205	32	£50345

V2: add £1785 to V1
VZN: add £2000 to VZ3

Formentor - 4451x1839mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	45.6	9.0	140	21	£33450
1.5 TSI (150) V2	44.8	9.0	143	21	£35840
1.5 eTSI (150) auto V1	47.9	9.0	133	21	£35745
1.5 eTSI (150) auto V2	47.1	9.0	136	22	£37750
1.5 TSI e-Hybrid (204) auto V1	706.2	7.9	9	26	£41510
1.5 TSI e-Hybrid (204) auto V2	706.2	7.9	10	26	£43785
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.2	10	29	£44845
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.2	10	29	£47605
2.0 TSI (333) auto 4Drive VZ1	32.5	4.8	198	34	£45685
2.0 TSI (333) auto 4Drive VZ2	32.1	4.8	199	35	£48445

V3: add £1995 to 1.5 TSI V2, add £2300 eTSI V2, add £2290 to e-Hybrid V2 **VZ3:** add £3160 to VZ2
VZN: add £4185 to VZ2

Terramar - 4519x1863mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto V1	46.3	9.3	140	21	£37605
1.5 eTSI (150) auto V2	46.0	9.3	140	22	£40175
1.5 TSI e-Hybrid (204) auto V1	651.3	8.3	10	27	£44055
1.5 TSI e-Hybrid (204) auto V2	641.7	8.3	11	28	£46625
1.5 TSI e-Hybrid (272) auto VZ1	661.1	7.3	10	30	£46865
1.5 TSI e-Hybrid (272) auto VZ2	586.8	7.3	11	31	£49515
2.0 TSI (204) auto 4Drive V1	37.4	7.1	172	28	£41255
2.0 TSI (204) auto 4Drive V2	37.2	7.1	173	29	£43825
2.0 TSI (265) auto 4Drive VZ1	33.6	5.9	191	32	£45095
2.0 TSI (265) auto 4Drive VZ2	33.3	5.9	193	33	£47745
2.0 TSI (265) at 4Drive Americas Cup	33.1	5.9	194	33	£50850

Tavascan - 4644x1861mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto V1	337	6.8	0	34	£47340
77kWh (286) auto V2	337	6.8	0	36	£53835
77kWh (340) auto 4Drive VZ1	318	5.5	0	38	£55935
77kWh (340) auto 4Drive VZ2	299	5.5	0	39	£60835

DACIA

Dealers: 127 **Warranty:** 3 yrs/60000 mls

Sandero - 4088x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	53.3	12.2	119	12	£14715
1.0 TCe (90) Expression	53.3	12.2	119	14	£15715
1.0 TCe (90) Journey	53.3	12.2	119	14	£16715
1.0 TCe (90) auto Journey	49.6	13.4	129	12	£18215
1.0 TCe Bi-Fuel (100) Essential	52.3	12.2	106	8	£14725
1.0 TCe Bi-Fuel (100) Expression	52.4	12.2	106	8	£15725
1.0 TCe Bi-Fuel (100) Journey	52.4	12.2	106	8	£16725

Sandero Stepway - 4099x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	50.4	12.0	127	10	£16015
1.0 TCe (90) Expression	50.4	12.0	127	10	£17015
1.0 TCe (90) auto Extreme	45.6	14.2	140	10	£19915
1.0 TCe Bi-Fuel (100) Essential	48.7	11.9	115	10	£16075
1.0 TCe Bi-Fuel (100) Expression	48.7	11.9	115	11	£17075
1.0 TCe (110) Extreme	51.4	10.0	125	17	£18645

Extreme: add £1350 to Expression

Jogger - 4547x1848mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (110) Essential	47.9	11.2	132	13	£18970
1.0 TCe (110) Expression	48.7	11.2	132	13	£20270
1.0 TCe (110) Extreme	48.7	11.2	132	13	£21120
1.6 TCe Hyb (140) at Expression	58.9	10.0	108	15	£23305
1.6 TCe Hyb (140) at Extreme	57.6	10.0	109	15	£24305

Spring - 3701x1583mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
27kWh (45) auto Expression	140	19.1	0	24	£14995
27kWh (65) auto Expression	140	13.7	0	25	£15995
27kWh (65) auto Extreme	140	13.7	0	25	£16995

Duster - 4343x1813mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe Bi-Fuel (100) Essential 4x2	43.5	14.1	126	17	£19380
1.2 TCe (130) Expression 4x2	51.3	9.9	124	24	£21820
1.2 TCe (130) Expression 4x4	46.3	11.0	135	24	£24070
1.6 Hybrid (140) at Expression 4x2	55.3	10.1	114	24	£24830

Journey: add £1700 to Expression
Extreme: add £2500 to Expression

Bigster - 4570x1812mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 TCe (140) Expression	50.0	9.8	122	27	£25215
1.2 TCe (130) Expression 4x4	46.0	11.2	134	26	£27465
1.8 Hybrid (155) auto Expression	58.0	9.7	105	28	£28190

Journey: add £1250 to Expression (not TCe 130) **Extreme:** add £1500 to Expression

DS

Dealers: 196 **Warranty:** 3 yrs/60000 mls

DS 3 - 4118x1791mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Pallas	62.1	9.2	112	21	£32580
1.2 Hybrid (136) auto Pallas 55	62.1	9.2	112	21	£33380
1.2 Hybrid (136) auto Etoile	62.1	9.2	112	21	£34520
54kWh (155) auto E-Tense Pallas	248	9.0	0	29	£39210
54kWh (155) auto E-Tense Etoile	245	9.0	0	31	£41150

DS 4 - 4400x1830mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Pallas	54.3	10.4	117	19	£34630
1.2 Hybrid (136) auto Pallas 55	54.3	10.4	117	20	£35730
1.2 Hybrid (136) auto Etoile	54.3	10.4	117	20	£37430
1.6 Hybrid E-Tense (225) at Pallas	323.3	7.7	33	28	£40680
1.6 Hybrid E-Tense (225) at Etoile	323.3	7.7	33	30	£43480
1.5 BlueHDi (130) auto Pallas	56.5	10.9	137	20	£35720
1.5 BlueHDi (130) auto Etoile	56.5	10.9	137	21	£38070

DS 9 - 4934x1932mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hybrid E-Tense (250) at Rivoli+	353.1	8.1	22	41	£56310
1.6 Hybrid E-Tense (250) at Opera	353.1	8.1	23	42	£64910

DS 7 Crossback - 4593x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hyb E-Tense (225) auto Etoile	220.9	8.9	33	35	£52380
1.5 BlueHDi (130) auto Pallas	53.3	10.7	146	27	£40580
1.5 BlueHDi (130) auto Etoile	53.3	10.7	146	28	£44600

No. 8 - 4820x1900mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
74kWh (230) auto Pallas	364	7.7	0	N/A	£50790
74kWh (230) auto Etoile	364	7.7	0	N/A	£54790
97.2kWh (245) at Pallas Long Range	471	7.8	0	N/A	£54690
97.2kWh (245) at Etoile Long Range	471	7.8	0	N/A	£59290
97.2kWh (350) at Etoile AWD Long	431	5.4	0	N/A	£63290

FERRARI

Dealers: 14 **Warranty:** 4 yrs/unlimited mls

Purosangue - 4973x2028mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (725) auto Purosangue	19.0	3.3	337	50	£313501

Roma - 4656x1974mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.9 V8TT (620) auto Roma	29.1	3.4	220	50	£183200
3.9 V8TT (620) auto Spider	29.7	3.4	217	50	£210838

296 - 4565x1958mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT Hybrid (830) auto 296 GTB	32.1	2.9	198	50	£256535
3.0 V6TT Hybrid (830) auto 296 GTS	31.4	2.9	205	50	£279343

12Cilindri - 4733x2176mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (830) auto 12Cilindri	N/A	2.9	N/A	50	£336500
6.5 V12 (830) auto 12Cilindri Spider	N/A	3.0	N/A	50	£366500

SF90 Stradale - 4710-4850x1972-2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (1000) auto SF90 Stradale	29.7	2.5	217	50	£379225
4.0 V8TT (1000) auto SF90 Spider	25.9	2.5	248	50	£418274
4.0 V8TT (1030) at SF90XX Stradale	39.2	2.3	167	50	£676694
4.0 V8TT (1030) auto SF90XX Spider	39.2	2.3	167	50	£747197

FIAT

Dealers: 96 **Warranty:** 3 yrs/60000 mls

Grande Panda - 3999x1763mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 Hybrid (100) Icon	52.3	10.0	118	N/A	£18710
1.2 Hybrid (100) La Prima	52.3	10.0	119	N/A	£20710
44kWh (113) auto (Red)	199	11.0	0	N/A	£20920
44kWh (113) auto La Prima	199	11.0	0	N/A	£23920

500 - 3632x1900mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
24kWh (95) auto	118	9.5	0	16	£24975
24kWh (95) auto (Red)	118	9.5	0	16	£24975
42kWh (118) auto	202	9.0	0	17	£27975
42kWh (118) auto (Red)	202	9.0	0	17	£27975
42kWh (118) auto La Prima	196	9.0	0	18	£30975
42kWh (118) auto Armani Edition	192	9.0	0	18	£33975

500C: add £6000

600 - 4171x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto	58.9	10.9	109	N/A	£24555
1.2 Hybrid (100) auto La Prima	57.6	10.9	109	N/A	£27555
1.2 Hybrid (136) auto	58.9	8.5	109	N/A	£25555
1.2 Hybrid (136) auto La Prima	57.6	8.5	109	N/A	£28555
54kWh (154) auto (Red)	254	9.0	0	N/A	£29975
54kWh (154) auto La Prima	252	9.0	0	N/A	£32975

FORD

Dealers: 781 **Warranty:** 3 yrs/60000 mls

Focus - 4397x1825mm
Euro NCAP: ★★★★★ **Driver Power:** 46th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	54.3	10.2	118	13	£28730
1.0T EcoBoost (125) ST-Line	54.3	10.2	119	13	£29560
1.0T EcoBoost (125) Active X	54.3	10.2	123	13	£31760
1.0T EcoBoost (155) auto Titanium	53.3	8.4	120	17	£30580
1.0T EcoBoost (155) auto ST-Line	53.3	8.4	120	17	£31410
1.0T EcoBoost (155) auto Active X	53.3	8.4	125	17	£33610
2.3T EcoBoost (280) ST	35.3	5.7	183	27	£38800
2.3T EcoBoost (280) ST Edition	35.3	5.7	183	27	£44000
2.3T EcoBoost (280) auto ST	35.8	5.7	182	27	£40250

Titanium X: add £2200 to Titanium
ST-Line X: add £2200 to ST-Line

Focus Estate - 4693x1825mm
Euro NCAP: ★★★★★ **Driver Power:** 46th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	54.3	10.4	120	13	£29890
1.0T EcoBoost (125) ST-Line	54.3	10.4	124	13	£30720
1.0T EcoBoost (125) Active X	54.3	10.4	125	13	£32920
1.0T EcoBoost (155) auto Titanium	53.3	8.6	121	17	£31740
1.0T EcoBoost (155) auto ST-Line	53.3	8.6	124	17	£32570
1.0T EcoBoost (155) auto Active X	53.3	8.6	127	17	£34770
2.3T EcoBoost (280) ST	35.3	5.8	183	27	£38800
2.3T EcoBoost (280) auto ST	35.8	5.8	182	27	£40250

Titanium X: add £2200 to Titanium
ST-Line X: add £2200 to ST-Line

Tourneo Courier - 4337x1791mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 EcoBoost (125) Titanium	42.2	N/A	152	10	£25900
1.0 EcoBoost (125) Active	42.2	N/A	152	11	£27220
1.0 EcoBoost (125) auto Titanium	39.2	N/A	164	13	£27100
1.0 EcoBoost (125) auto Active	39.2	N/A	164	13	£28420

Tourneo Connect - 4515-4868x1855mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 EcoBoost (115) auto Titanium	41.8	N/A	153	11	£33820
1.5 EcoBoost (115) auto Grand Titan	40.7	N/A	158	11	£34260
1.5 PHEV (150) auto Titanium	589.6	N/A	10	N/A	£37040
1.5 PHEV (150) auto Active	592.0	N/A	10	N/A	£38240
1.5 PHEV (150) auto Grand Titanium	549.0	N/A	11	N/A	£38840
1.5 PHEV (150) auto Grand Active	551.2	N/A	11	N/A	£39360
2.0 EcoBlue (122) auto Titanium	50.4	N/A	147	13	£35510
2.0 EcoBlue (122) auto Grand Titan	49.2	N/A	150	13	£36710
2.0 EcoBlue (122) auto Active	50.5	N/A	146	13	£37310
2.0 EcoBlue (122) auto Grand Active	49.2	N/A	150	13	£38510

Tourneo Custom - 5050-5450x2032mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (232) Zetec	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Titanium	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Active	149.0	N/A	43	N/A	£62533
2.5 PHEV (232) Titanium X	149.0	N/A	43	N/A	£64213
2.0 EcoBlue (136) Zetec	38.2	N/A	194	N/A	£54763
2.0 EcoBlue (136) Titanium	37.7	N/A	195	N/A	£57163
2.0 EcoBlue (136) auto Zetec	34.9	N/A	211	N/A	£57403
2.0 EcoBlue (136) auto Titanium	34.9	N/A	212	N/A	£59803
2.0 EcoBlue (150) Titanium	37.7	N/A	195	N/A	£57667
2.0 EcoBlue (150) Active	37.7	N/A	196	N/A	£60547
2.0 EcoBlue (150) Titanium X	37.7	N/A	197	N/A	£62227
2.0 EcoBlue (170) auto Titanium	34.9	N/A	212	N/A	£61027
2.0 EcoBlue (170) auto Active	34.9	N/A	213	N/A	£63907
2.0 EcoBlue (170) auto Titanium X	34.9	N/A	214	N/A	£65587
65kWh (218) auto Zetec	186	N/A	0	N/A	£60877
65kWh (218) auto Titanium	185	N/A	0	N/A	£60877
65kWh (218) auto Titanium	183	N/A	0	N/A	£66157
65kWh (218) auto Titanium	183	N/A	0	N/A	£67837

Luxe: add £2400 to Titanium, add £1200 to Titanium X, **LWB:** add £840

Puma - 4186x1805mm
Euro NCAP: ★★★★ **Driver Power:** 47th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	52.3	9.8	122	12	£26580
1.0T EcoBoost (125) ST-Line	52.3	9.8	122	12	£27480
1.0T E'Boost (125) auto Titanium	49.6	9.6	130	12	£28380
1.0T E'Boost (125) auto ST-Line	49.6	9.6	130	13	£29280
1.0T EcoBoost (155) auto ST-Line X	49.6	8.7	129	17	£31580
1.0T EcoBoost (170) auto ST	47.9	7.4	135	21	£33880
1.0T EcoBoost (170) at ST Handling	47.9	7.4	135	21	£34930
53kWh (168) auto Gen-E Select	233	8.0	0	18	£29995
53kWh (168) auto Gen-E Premium	226	8.0	0	19	£31995

ST-Line X: add £1550 to ST-Line

Explorer - 4468x1871mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Style	233	8.7	0	19	£39285
52kWh (170) auto Premium	221	8.7	0	20	£43985
77kWh (286) auto Select	374	6.4	0	28	£45885
77kWh (286) auto Premium	354	6.4	0	29	£49985
79kWh (340) auto Premium AWD	329	5.3	0	32	£53985

Capri - 4634x1872mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Style	242	8.7	0	20	£41485
52kWh (170) auto Premium	231	8.7	0	21	£46185
77kWh (286) auto Select	389	6.4	0	29	£48085
77kWh (286) auto Premium	369	6.4	0	30	£52185
79kWh (340) auto Premium AWD	346	5.3	0	33	£56185

Kuga - 4604x1882mm
Euro NCAP: N/A **Driver Power:** 4th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T EcoBoost (150) Titanium	44.1	9.5	145	16	£32365
1.5T EcoBoost (150) ST-Line	44.1	9.5	147	17	£37665
2.5 FHEV (180) auto ST-Line	52.3	9.1	123	19	£38795
2.5 FHEV (180) auto Active	52.3	9.1	125	19	£38965
2.5 FHEV (183) at ST-Line X AWD	48.7	8.3	136	23	£42645
2.5 FHEV (183) at Active AWD	48.7	8.3	133	23	£41145
2.5 PHEV (243) auto ST-Line	313.9	7.3	21	26	£40665
2.5 PHEV (243) auto Active	313.9	7.3	21	26	£41065

ST-Line X: add £2290 to ST-Line

Mustang Mach-E - 4713x1881mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
72kWh (268) auto Select	292	6.9	0	33	£50840
91kWh (294) auto Premium	372	7.0	0	37	£59390
91kWh (370) auto AWD Premium	341	5.8	0	40	£65415
91kWh (487) auto AWD GT	320	4.4	0	40	£74550
91kWh (487) auto AWD GT Rally	316	4.4	0	40	£76800

Ranger - 5370-5381x2028mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.3 PHEV (281) auto Double Cab XLT	91.1	9.2	71	N/A	£48929
2.3 PHEV (281) auto DC Wildtrak	94.2	9.2	68	N/A	£55409
2.3 PHEV (281) auto DC Stormtrak	94.2	9.2	68	N/A	£61289
3.0 V6 E'Boost (292) auto DC Raptor	20.5	7.9	315	42	£62489
2.0 EcoBlue (170) Double Cab XL	33.2	10.5	222	39	£38489
2.0 EcoBlue (170) Double Cab XLT	33.2	10.5	221	39	£40109
2.0 EcoBlue (205) auto DC Tremor	27.4	10.5	270	41	£44189
2.0 EcoBlue (205) auto DC Wildtrak	32.1	10.5	230	42	£49949
2.0 EcoBlue (205) at DC Wildtrak X	27.4	10.5	271	42	£52349
2.0 EcoBlue (210) auto DC Raptor	26.6	10.4	278	41	£58889
3.0 V6 E'Blue (240) at DC Wildtrak	28.0	8.7	264	44	£56609
3.0 V6 E'Blue (240) at DC Platinum	28.0	8.7	266	45	£59069
3.0 V6 E'Blue (240) auto DC MS-RT	26.6	8.7	277	45	£62489

Mustang - 4810x1916mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 (446) GT Fastback	24.1	5.3	275	44	£58470
5.0 V8 (446) auto GT Fastback	23.9	4.9	278	45	£60470
5.0 V8 (446) GT Convertible	23.5	5.4	280	48	£61970
5.0 V8 (446) auto GT Convertible	24.4	5.0	282	48	£63970
5.0 V8 (453) Dark Horse	23.7	5.2	279	46	£70740
5.0 V8 (453) auto Dark Horse	23.3	4.4	282	46	£72740

GENESIS

Dealers: 103 **Warranty:** 5 yrs/125000 mls

Electrified G80 - 5005x1925mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
87.2kWh (370) auto Luxury AWD	323	4.9	0	50	£76535

GV60 - 4515x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77.4kWh (229) auto Premium	321	7.8	0	41	£54855
77.4kWh (318) auto Sport AWD	292	6.3	0	45	£59315
77.4kWh (490) auto Sport Plus AWD	290	4.0	0	45	£68455

GV70 - 4715x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5T (304) auto Luxury AWD	283	4.2	0	N/A	£48955
2.5T (304) auto Premium AWD	283	4.2	0	N/A	£49045
2.5T (304) auto Sport AWD	283	4.2	0	N/A	£51095
2.2 (201) auto Luxury AWD	283	7.9	0	N/A	£52645
2.2 (201) auto Premium AWD	283	7.9	0	N/A	£49545
2.2 (201) auto Sport AWD	283	7.9	0	N/A	£52805

GWM

Dealers: 10 **Warranty:** 5 yrs/unlimited

Ora 03 - 4235x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
48kWh (171) auto Pure+	193	8.3	0	24	£31995
63kWh (171) auto Pro+	260	8.2	0	30	£34995

Haval Jolion Pro - 4470x1898mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eHEV (189) auto Premium	47.0	9.0	133	N/A	£23995
1.5 eHEV (189) auto Lux	47.0	9.0	133	N/A	£26995
1.5 eHEV (189) auto Ultra	47.0	9.0	133	N/A	£29995

HONDA

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Jazz - 4089x1694mm
Euro NCAP: ★★★★★ **Driver Power:** 14th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	62.8	9.6	102	21	£28060
1.5 i-MMD (107) auto Advance	62.8	9.6	102	22	£29280
1.5 i-MMD (107) auto Crosstar	58.9	9.6	102	22	£30355
1.5 i-MMD (107) at Advance Sport	61.4	9.6	102	22	£30555

Civic - 4551x1802mm
Euro NCAP: ★★★★★ **Driver Power:** 19th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (143) auto Elegance	60.1	7.9	108	28	£35780
2.0 i-MMD (143) auto Sport	56.5	7.9	113	28	£37325
2.0 i-MMD (143) auto Advance	56.5	8.1	114	28	£40680
2.0T (329) Type R	34.4	5.4	189	43	£51905

HR-V - 4340x1866mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	52.3	10.6	122	30	£32250
1.5 i-MMD (107) auto Advance	52.3	10.7	122	31	£34780
1.5 i-MMD (107) at Advance Style	52.3	10.7	122	31	£38030
1.5 i-MMD (107) at Adv Style Plus	52.3	10.7	122	31	£38825

e:Ny1 - 4387x1790mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
68.8kWh (204) auto Elegance	256	7.7	0	43	£40660
68.8kWh (204) auto Advance	256	7.7	0	43	£42890

ZR-V - 4568x1898mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (143) auto Elegance	49.6	7.8	130	35	£40780
2.0 i-MMD (143) auto Sport	48.7	7.9	131	35	£42445
2.0 i-MMD (143) auto Advance	48.7	8.0	132	35	£44330

CR-V - 4706x1942mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (148) auto Elegance	42.8	9.4	151	34	£47350
2.0 i-MMD (148) auto Advance	42.8	9.4	151	34	£50470
2.0 i-MMD (184) at Advance Tech	353.1	9.4	18	37	£49930

HYUNDAI

Dealers: 173 **Warranty:** 5 yrs/unlimited mls

i10 - 3670x1680mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPi (67) Advance	55.3	15.6	116	2	£16600
1.0 MPi (67) auto Advance	53.2	18.4	121	1	£17250
1.2 MPi (84) Advance	52.3	15.6	123	6	£17400
1.2 MPi (84) auto Advance	49.5	18.4	129	2	£18050
1.0 T-GDi (100) N Line	52.3	11.4	123	10	£19200

Premium: add £1300 to Advance

i20 - 4065x1775mm

Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	52.3	10.4	123	13	£22100
1.0 T-GDi (100) Ultimate	52.3	10.4	123	14	£24750
1.0 T-GDi (100) auto Advance	52.3	11.4	122	12	£23350
1.0 T-GDi (100) auto Ultimate	52.3	11.4	124	15	£26000

Premium: add £1150 to Advance
N Line S: same price as Ultimate

i30 - 4340x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (140) Advance	47.9	9.6	130	15	£24755
1.5 T-GDi (140) N Line	42.8	9.6	150	15	£27390
1.5 T-GDi (140) auto Advance	50.4	9.7	127	15	£25955
1.5 T-GDi (140) auto N Line	44.8	9.7	143	15	£28590

Premium: add £3050 to Advance
N Line S: add £2020 to N Line

i30 Tourer - 4585x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (140) Advance	47.9	9.8	130	15	£25505
1.5 T-GDi (140) Premium	47.1	9.8	135	14	£28555
1.5 T-GDi (140) auto Advance	47.1	9.9	127	14	£26705
1.5 T-GDi (140) auto Premium	48.7	9.9	132	15	£29755

Ioniq 5 - 4655x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (170) auto Advance	273	8.5	0	33	£39910
84kWh (228) auto Advance	354	7.5	0	38	£43410
84kWh (228) auto N Line	320	5.3	0	38	£47410
84kWh (325) auto N Line AWD	307	5.3	0	41	£50910
84kWh (650) auto N AWD	278	3.4	0	49	£65010

Premium: add £5500 to Advance
N Line S: add £5000 to N Line

Ioniq 6 - 4855x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (228) auto Premium	338	7.4	0	36	£47050
77kWh (325) auto Premium AWD	322	5.1	0	41	£50550

Ultimate: add £3500 to Premium

Inster - 3825-3845x1610mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (97) auto 01	203	11.7	0	21	£23805
49kWh (115) auto 01	229	10.6	0	23	£25055
49kWh (115) auto 02	223	10.6	0	23	£26755
49kWh (115) auto Cross	229	10.6	0	23	£29055

Bayon - 4180x1775mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	51.4	11.3	125	16	£23125
1.0 T-GDi (100) Premium	51.4	11.3	126	16	£24525
1.0 T-GDi (100) auto Advance	51.4	12.4	124	15	£24375
1.0 T-GDi (100) auto Premium	51.4	12.4	125	15	£25775

Ultimate: add £1400 to Premium

Kona - 4350x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	47.9	13.3	131	14	£26735
1.0 T-GDi (100) N Line	47.1	13.3	134	14	£28535
1.6 T-GDi (138) Advance	45.6	10.2	140	21	£27685
1.6 T-GDi (138) N Line	42.2	10.2	147	21	£29485
1.6 T-GDi (138) auto Advance	45.6	10.2	141	21	£29235
1.6 T-GDi (138) auto N Line	43.5	10.2	145	22	£31035
1.6 Hybrid (129) auto Advance	60.1	12.0	106	20	£30890
1.6 Hybrid (129) auto N Line	60.1	12.0	106	20	£32690
65kWh (218) auto Advance	319	7.8	0	31	£35000
65kWh (218) auto N Line	282	7.8	0	31	£37000

N Line S: add £2400 to N Line, add £2700 to EV **Ultimate:** same price as N Line S

Tucson - 4510x1865mm
Euro NCAP: ★★★★★ **Driver Power:** 13th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi (160) Advance	41.5	10.3	154	16	£33080
1.6 T-GDi (160) N Line	40.9	10.3	157	16	£35580
1.6 T-GDi (160) 48v auto Advance	44.8	9.4	142	17	£34260
1.6 T-GDi (160) 48v auto N Line	44.1	9.4	144	17	£36760
1.6 T-GDi (160) 48v at N Lin S 4WD	40.3	9.8	158	18	£42080
1.6 T-GDi Hybrid (215) at Advance	49.5	8.2	129	20	£36220
1.6 T-GDi Hybrid (215) at N Line	49.6	8.2	131	20	£38820
1.6 T-GDi Hyb (215) at N Lin S 4WD	42.8	8.5	149	21	£42910
1.6 T-GDi PHEV (252) at Advance	282.5	9.8	22	22	£39385
1.6 T-GDi PHEV (252) at N Line	256.8	9.8	24	23	£41885
1.6 T-GDi PHEV (252) at N Lin 4WD	217.3	8.2	29	23	£43485

Premium: same price as N Line
N Line S: add £2500 to N Line
Ultimate: same price as N Line S

Santa Fe - 4830x1900mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi Hybrid (215) at Prem 2WD	41.5	9.6	155	33	£47890
1.6 T-GDi Hybrid (215) at Ultim 2WD	40.4	9.6	158	33	£51390
1.6 T-GDi Hybrid (215) at Callig 2WD	40.4	9.6	159	33	£53890
1.6 T-GDi Hybrid (215) at Prem 4WD	38.7	9.8	165	34	£49945
1.6 T-GDi Hybrid (215) at Ultim 4WD	38.2	9.8	168	34	£53445
1.6 T-GDi Hybrid (215) at Callig 4WD	38.2	9.8	167	34	£55945
1.6 T-GDi PHV (253) at Prem 4WD	166.0	9.3	38	36	£51995
1.6 T-GDi PHV (253) at Ultim 4WD	166.0	9.3	38	36	£55245
1.6 T-GDi PHV (253) at Callig 4WD	166.0	9.3	38	36	£57745

Six seats: add £1000 to Calligraphy

INEOS

Dealers: TBC **Warranty:** 5 yrs/TBC mls

Grenadier - 4895x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.8	328	50	£65025
3.0T (286) auto Station Wagon	19.6	8.8	325	50	£71385
3.0D (249) auto Utility Wagon	25.9	8.8	286	50	£65025
3.0D (249) auto Station Wagon	25.9	8.8	286	50	£71385

Fieldmaster/Trialmaster Editions: add £7500

Quartermaster - 5440x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.6	327	50	£66240
3.0D (249) auto Utility Wagon	25.2	9.9	294	50	£66240

Fieldmaster/Trialmaster Editions: add £7500

ISUZU

Dealers: 103 **Warranty:** 5 yrs/125000 mls

D-Max - 5280x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.9D (164) Utility Double Cab	33.7	12.7	220	39	£38146
1.9D (164) DL20 Double Cab	32.5	12.7	220	39	£40306
1.9D (164) DL40 Double Cab	32.5	12.7	220	40	£44026
1.9D (164) V-Cross Double Cab	32.5	12.7	220	40	£45826
1.9D (164) auto DL20 Double Cab	31.8	13.0	241	40	£43480
1.9D (164) auto DL40 Double Cab	31.4	13.0	241	40	£47200
1.9D (164) at V-Cross Double Cab	31.4	13.0	241	40	£49000
1.9D (164) at Arc Trucks AT35 DC	32.5	12.7	241	40	£68326

JAECOO

Dealers: N/A **Warranty:** 7 yrs/100000 mls

Jaecoo 7 - 4500x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Deluxe	37.7	10.3	169	21	£28700
1.6T (147) auto Luxury AWD	35.3	11.8	182	22	£31700
1.5T PHEV (204) Luxury	403.0	6.1	23	31	£35000

JEEP

Dealers: 66 **Warranty:** 3 yrs/60000 mls

Avenger - 4084x1797mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T (100) Longitude	49.6	10.6	129	22	£25218
1.2T (100) Altitude	49.6	10.6	127	23	£27218
1.2T (100) Summit	49.6	10.6	129	23	£29219
1.2 E-Hybrid (100) auto Longitude	57.6	10.4	111	22	£26229
1.2 E-Hybrid (100) auto Altitude	57.6	10.4	111	23	£28229
1.2 E-Hybrid (100) auto Summit	57.6	10.4	111	23	£30229
1.2 Hybrid (136) auto Upland 4xe	51.4	9.5	124	27	£31219
1.2 Hybrid (136) auto Overland 4xe	51.4	9.5	124	27	£33219
1.2 Hybrid (136) at North Face 4xe	51.4	9.5	124	28	£35219
54kWh (156) auto e-Longitude	249	9.6	0	24	£29999
54kWh (156) auto e-Altitude	249	9.6	0	24	£31999
54kWh (156) auto e-Summit	249	9.6	0	25	£33999

Renegade - 4236x1805mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) auto North Star	50.4	10.0	127	17	£32929
1.5T E-Hybrid (130) auto Summit	50.4	10.0	126	17	£33429
1.3T PHEV (240) at North Star 4xe	134.5	7.1	48	26	£39219

Compass - 4404x1874mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) North Star	50.4	10.0	127	26	£36835
1.5T E-Hybrid (130) Summit	51.4	10.0	124	27	£38335
1.3T PHEV (240) auto Summit 4xe	141.2	7.3	47	31	£44765

Wrangler - 4882x1894mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 GME (272) auto Sahara 4dr	25.4	7.6	250	41	£63465
2.0 GME (272) auto Rubicon 4dr	23.7	7.6	269	41	£65870

Grand Cherokee - 4914x1979mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T PHEV (381) auto Limited 4xe	108.7	6.3	60	48	£72414
2.0T PHV (381) at Summit Res 4xe	108.7	6.3	60	49	£85914

KGM MOTORS

Dealers: 63 **Warranty:** 5 yrs/100000 mls

Tivoli - 4225x1810mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K40	40.1	N/A	161	18	£23995
1.5 GDi-T (163) auto K40	36.9	N/A	175	18	£25749

Korando - 4450x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K35	36.9	10.8	175	18	£26995
1.5 GDi-T (163) auto K35	35.5	10.8	182	18	£27995

Torres - 4715x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) auto K30	33.2	10.8	194	33	£36749
1.5 GDi-T (163) auto K40	33.2	10.8	194	33	£39749
1.5 GDi-T (163) auto K40 AWD	31.1	10.8	207	32	£41749
73.4kWh (207) auto K30 EVX	287	8.1	0	48	£36995
73.4kWh (207) auto K40 EVX	287	8.1	0	48	£39295

Actyon - 4740x1910mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) auto K50	33.1	N/A	194	25	£38649

Rexton - 4850x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) auto K30	32.9	10.7	225	36	£42495
2.2D (202) auto K40	32.9	10.7	225	37	£44235
2.2D (202) auto K50	32.6	10.7	227	38	£48710

Musso - 5095-5405x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) Rebel	34.0	N/A	220	48	£38358
2.2D (202) auto Rebel	32.0	N/A	236	50	£36246
2.2D (202) auto Saracen	32.0	N/A	236	50	£41718
2.2D (202) auto Saracen+ LWB	31.0	N/A	241	50	£43194

KIA

Dealers: 187 **Warranty:** 7 yrs/100000 mls

Picanto - 3605x1900mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DPi (62) 2	55.4	15.4	116	4	£16065
1.0 DPi (62) GT-Line	52.3	15.4	121	5	£17215
1.0 DPi (62) 3	55.4	15.4	121	5	£18015
1.0 DPi (62) auto 2	54.3	18.2	119	4	£16765
1.0 DPi (62) auto GT-Line	52.3	18.2	123	5	£17915
1.0 DPi (62) auto 3	54.3	18.2	122	5	£18715
1.2 DPi (77) GT-Line S	51.4	13.1	124	8	£18915
1.2 DPi (77) auto GT-Line S	49.6	16.5	127	5	£19615

EV4 - 4430x1860mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
58.3kWh (201) auto Air	273	7.5	0	N/A	£34695
81.4kWh (201) auto Air	388	7.7	0	N/A	£37695
81.4kWh (201) auto GT-Line	362	7.9	0	N/A	£39395
81.4kWh (201) auto GT-Line S	362	7.9	0	N/A	£43895

EV6 - 4695x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
84kWh (225) auto Air	361	7.7	0	34	£45585
84kWh (225) auto GT-Line	361	7.7	0	35	£48585
84kWh (320) auto AWD GT-Line	339	5.3	0	40	£52085
84kWh (641) auto AWD GT	279	3.5	0	46	£59985

GT-Line S: add £5100 to GT-Line, **heat pump:** add £1000 to GT-Line S

PV5 Passenger - 4695x1895mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51.5kWh (120) auto Essential	179	12.8	0	N/A	£32995
51.5kWh (120) auto Plus	179	12.8	0	N/A	£TBC
71.2kWh (160) at Essential L. Range	249	10.7	0	N/A	£35995
71.2kWh (160) auto Plus Long Range	249	10.7	0	N/A	£38295

Stonic - 4140x1760mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (98) 2	51.4	11.3	125	9	£21485
1.0 T-GDi (98) GT-Line	48.7	11.3	132	10	£22540
1.0 T-GDi (98) 48v 3	50.4	11.3	127	10	£23990
1.0 T-GDi (98) auto 2	50.4	12.4	125	8	£22485
1.0 T-GDi (98) auto GT-Line	47.1	12.4	135	8	£23540
1.0 T-GDi (98) auto 48v 3	49.6	12.4	129	9	£24990

GT-Line S: add £1100 to GT-Line

XCeed - 4395x1826mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	46.3	8.7	137	16	£24610
1.5 T-GDi (138) GT-Line	44.8	8.7	141	17	£26085
1.5 T-GDi (138) 3	44.8	8.7	141	17	£26585
1.5 T-GDi (138) auto GT-Line	44.8	8.9	142	17	£27185
1.5 T-GDi (138) auto 3	44.8	8.9	142	17	£27685
1.5 T-GDi (138) auto GT-Line S	44.8	8.9	142	17	£32185

Niro - 4420x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 GDi Hybrid (139) auto 2	64.2	10.4	100	20	£30270
1.6 GDi Hybrid (139) auto 3	61.4	10.4	105	21	£32540
1.6 GDi Hybrid (139) auto 4	60.1	10.4	106	21	£35290
1.6 GDi PHEV (180) auto 2	353.1	9.6	18	23	£35435
1.6 GDi PHEV (180) auto 3	313.9	9.6	21	24	£37685
1.6 GDi PHEV (180) auto 4	282.5	9.6	22	24	£40435
65kWh (201) auto EV 2	285	7.8	0	28	£37335
65kWh (201) auto EV 3	285	7.8	0	29	£39585
65kWh (201) auto EV 4	285	7.8	0	29	£42335

Heat pump: add £900 to EV 4

EV3 - 4300x1850mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
58.3kWh (201) auto Air	267	7.5	0	34	£33005
81.4kWh (201) auto Air	372	7.7	0	36	£36005
81.4kWh (201) auto GT-Line	347	7.9	0	37	£39405
81.4kWh (201) auto GT-Line S	347	7.9	0	38	£43005

Heat pump: add £900 to GT-Line S

Sportage - 4540x1865mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi (147) Pure	TBC	TBC	160	N/A	£30885
1.6 T-GDi (147) GT-Line	TBC	TBC	160	N/A	£33385
1.6 T-GDi (147) auto GT-Line	TBC	TBC	155	N/A	£35085
1.6 T-GDi (147) auto GT-Line S	TBC	TBC	155	N/A	£40285
1.6 T-GDi HEV (235) auto Pure	TBC	TBC	124	N/A	£34425
1.6 T-GDi HEV (235) auto GT-Line	TBC	TBC	124	N/A	£36215
1.6 T-GDi HEV (235) auto GT Line S	TBC	TBC	124	N/A	£41470
1.6 T-GDi HEV (235) at GT Li S AWD	TBC	TBC	139	N/A	£41470

Sorento - 4815x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T HEV (212) auto AWD 2	42.2	9.7	153	25	£43685
1.6T HEV (212) auto AWD 3	40.4	9.7	158	26	£47885
1.6T HEV (212) auto AWD 4	39.8	9.7	160	27	£52385
1.6T PHEV (248) auto AWD 2	176.6	8.8	37	31	£47405
1.6T PHEV (248) auto AWD 3	176.6	8.8	37	33	£51605
1.6T PHEV (248) auto AWD 4	176.6	8.8	37	34	£56105
2.2 CRDi (190) auto AWD 2	43.5	9.7	170	30	£42675
2.2 CRDi (190) auto AWD 3	42.8	9.7	173	31	£47290
2.2 CRDi (190) auto AWD 4	42.8	9.7	174	32	£51790

EV9 - 5015x1980mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
99.8kWh (201) auto Air 7st	349	9.4	0	45	£65035
99.8kWh (378) at AWD GT-Line 7st	313	5.3	0	50	£73285
99.8kWh (378) at AWD GT-Li S 7st	313	5.3	0	50	£76035
99.8kWh (378) at AWD GT-Li S 6st	313	5.3	0	50	£77035
99.8kWh (502) auto AWD GT	280	4.6	0	50	£82185

LAMBORGHINI

Dealers: 7 **Warranty:** 3 yrs/unlimited mls

Urus - 5123x2022mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0T V8 PHEV (800) auto SE	N/A	3.4	N/A	50	£208000
4.0T V8 FSI (666) auto S	20.0	3.5	320	50	£186509
4.0T V8 FSI (666) auto Performante	20.0	3.3	320	50	£208398

Four seats: add £3150

Temerario - 4706x1996mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (920) auto AWD	N/A	2.7	N/A	N/A	£260035
4.0 V8TT (920) auto AWD Alleggerita	N/A	2.7	N/A	N/A	£297235

Revuelto - 4947x2033mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (1015) auto AWD Coupe	23.7	2.5	316	50	£452040

LAND ROVER

Dealers: 130 **Warranty:** 3 yrs/unlimited mls

Discovery Sport - 4597x2069mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T P270e auto AWD S	185.3	7.4	35	37	£50260
1.5T P270e at AWD Dynamic SE	178.6	7.4	36	39	£52880
1.5T P270e at AWD Dynamic HSE	175.2	7.4	37	42	£58030
2.0 D165 auto AWD S	42.7	10.2	173	28	£44540
2.0 D165 auto AWD Dynamic SE	42.0	10.2	176	30	£48060
2.0 D200 auto AWD S	42.7	8.6	173	32	£45940
2.0 D200 auto AWD Dynamic SE	42.0	8.6	176	34	£49460
2.0 D200 auto AWD Dynamic HSE	41.7	8.6	178	39	£54610

Defender 90 - 4583x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 auto AWD X	20.2	5.6	316	45	£96190
5.0 V8 S/C P525 auto AWD V8	19.9	5.2	320	50	£113250
3.0 D250 auto AWD X-Dynamic SE	33.6	8.0	220	37	£61440
3.0 D250 at AWD X-Dynamic HSE	33.3	8.0	222	38	£68175
3.0 D350 auto AWD S	33.7	6.2	219	41	£59960
3.0 D350 auto AWD X-Dynamic SE	33.6	6.2	221	41	£64940
3.0 D350 at AWD X-Dynamic HSE	33.3	6.2	222	44	£71675
3.0 D350 auto AWD X	33.0	6.2	224	46	£90385

Defender 110 - 5018x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT P635 auto AWD Octa	21.4	3.8	298	50	£148045
4.4 V8TT P635 auto AWD Octa Ed 1	21.1	3.8	302	50	£163545
5.0 V8 S/C P425 auto AWD X	19.9	5.8	321	46	£100395
2.0T P300e auto AWD S	104.2	7.6	61	41	£69810
2.0T P300e at AWD X-Dynamic SE	103.0	7.6	62	42	£76765
2.0T P300e at AWD X-Dynam HSE	101.6	7.6	63	44	£79580
2.0T P300e at AWD Sedona Ed	99.5	7.6	64	45	£86710
2.0T P300e auto AWD X	98.6	7.6	65	46	£95040
3.0 D250 auto AWD S	33.1	8.3	223	38	£62120
3.0 D250 auto AWD X-Dynamic SE	32.8	8.3	225	39	£69470
3.0 D250 at AWD X-Dynamic HSE	32.8	8.3	226	39	£73660
3.0 D350 auto AWD S	33.1	6.4	224	38	£66290
3.0 D350 auto AWD X-Dynamic SE	32.8	6.4	226	43	£75020
3.0 D350 at AWD X-Dynamic HSE	32.7	6.4	226	44	£77835
3.0 D350 at AWD Sedona Edition	32.5	6.4	228	45	£84470
3.0 D350 auto AWD X	32.3	6.4	229	46	£95970

Defender 130 - 5358x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 at AWD X-Dyn SE	19.9	6.2	321	43	£89670
5.0 V8 S/C P425 at AWD X-Dy HSE	19.8	6.2	322	46	£93175
5.0 V8 S/C P425 auto AWD X	19.8	6.2	323	48	£111075
5.0 V8 S/C P500 auto AWD V8	19.6	5.7	325	50	£120980
3.0 D350 auto AWD X-Dynamic SE	32.3	6.8	229	43	£83925
3.0 D350 at AWD X-Dynamic HSE	32.2	6.8	230	46	£87490
3.0 D350 auto AWD Outbound	32.4	6.8	229	43	£85060
3.0 D350 auto AWD X	31.8	6.8	233	47	£104390

Discovery - 4956x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 D350 auto AWD S	34.8	6.3	213	43	£64610
3.0 D350 auto AWD Dynamic SE	34.3	6.3	216	43	£70410
3.0 D350 auto AWD Dynamic HSE	32.8	6.3	217	45	£74775
3.0 D350 at AWD Metropolitan Ed	33.8	6.3	219	45	£79670

Range Rover Evoque - 4371x1996mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 P160 auto S	35.9	9.7	178	25	£44755
2.0 P160 auto Dynamic SE	35.3	9.7	181	26	£47330
1.5 P270e auto AWD S	196.0	6.8	33	34	£49110
1.5 P270e auto AWD Dynamic SE	194.7	6.8	33	36	£53235
1.5 P270e at AWD Autobiography	190.9	6.8	34	39	£58385
2.0 D165 auto AWD S	44.0	9.2	168	26	£44380
2.0 D165 auto AWD Dynamic SE	43.6	9.2	170	29	£47755
2.0 D200 auto AWD S	44.0	7.9	168	29	£45435
2.0 D200 auto AWD Dynamic SE	43.6	7.9	170	33	£49560
2.0 D200 at AWD Autobiography	42.0	7.9	176	34	£55540

Range Rover Velar - 4797x2041mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T P400 auto AWD Dynamic SE	28.9	5.2	223	43	£69025
3.0T P400 at AWD Autobiography	28.2	5.2	228	47	£77735
2.0T P400e auto AWD S	161.1	5.1	40	43	£65445
2.0T P400e auto AWD Dynamic SE	157.7	5.1	41	44	£69670
2.0T P400e at AWD Autobiography	150.7	5.1	43	44	£75005
2.0 D200 auto AWD S	43.7	7.8	170	36	£55410
2.0 D200 auto AWD Dynamic SE	42.8	7.8	173	36	£60395
2.0 D200 auto AWD Autobiography	41.5	7.8	204	36	£67630
3.0 D300 auto AWD Dynamic SE	38.4	6.1	193	42	£66905
3.0 D300 at AWD Autobiography	37.5	6.1	197	46	£73540

Range Rover Sport - 4946x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT P460e auto AWD SE	382.4	5.3	17	50	£90310
3.0TT P460e at AWD Dynamic SE	385.6	5.3	17	50	£93310
3.0TT P460e auto AWD Autobiog	366.7	5.3	17	50	£104830
3.0TT P550e auto AWD Autobiog	362.2	4.7	18	50	£114160
4.4 V8TT P530 auto AWD Autobiog	24.7	4.3	259	50	£119025
4.4 V8TT P635 auto AWD SV Ed 2	23.6	3.7	272	50	£174545
3.0 D250 auto AWD S	39.4	7.3	188	44	£76350
3.0 D300 auto AWD SE	38.8	6.1	191	47	£85575
3.0 D300 auto AWD Dynamic SE	38.9	6.1	191	48	£88575
3.0 D300 at AWD Autobiography	38.1	6.1	195	50	£100095
3.0 D350 at AWD Autobiography	38.1	5.5	194	50	£104275

Range Rover - 5052x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autobiog	24.3	4.4	264	50	£145145
4.4TT V8 P615 auto AWD SV	24.1	4.3	266	50	£174345
3.0TT P460e auto AWD SE	375.7	5.5	17	50	£115915
3.0TT P460e auto AWD HSE	369.6	5.5	17	50	£121635
3.0TT P460e auto AWD Autobiog	360.1	5.5	18	50	£134795
3.0TT P550e auto AWD Autobiog	356.9	4.8	18	50	£138665
3.0TT P550e auto AWD SV	343.1	4.8	19	50	£161865
3.0 D300 auto AWD SE	38.2	6.3	194	50	£105675
3.0 D300 auto AWD HSE	37.8	6.3	196	50	£111755
3.0 D300 at AWD Autobiography	37.5	6.3	198	50	£125355
3.0 D350 auto AWD SE	38.3	5.7	194	50	£108775
3.0 D350 auto AWD HSE	37.9	5.7	196	50	£114855
3.0 D350 at AWD Autobiography	37.6	5.7	197	50	£128455

Range Rover LWB - 5252x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autob 7st	24.0	4.4	266	50	£147145
4.4TT V8 P615 auto AWD SV	24.1	4.4	266	50	£194175
3.0TT P460e at AWD Autobiog	346.2	5.6	19	50	£137545
3.0TT P460e auto AWD SV	336.2	5.6	19	50	£178290
3.0 D350 auto AWD HSE 7st	36.8	6.0	201	50	£120055
3.0 D350 auto AWD Autobiog 7st	36.7	6.0	202	50	£130455

Four seats: add £600 to P530/D350 Autobiography

LEAPMOTOR

Dealers: 8 **Warranty:** 3 years

T03 - 3620x1652mm
Euro NCAP: N/A **Driver Power:** N/A

NEW CAR PRICES

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
37kWh (95) auto T03	165	12.7	0	N/A	£15995

C10 - 4739x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (218) auto C10	261	7.5	0	N/A	£36500

LEXUS

Dealers: 51 **Warranty:** 3 yrs/60000 mls

ES - 4975x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (218) at 300h Premium	53.2	8.9	120	35	£43945
2.5 Hybrid (218) auto 300h Takumi	53.2	8.9	121	36	£57495

Premium Plus: add £5150 to Premium

LM - 5130x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (250) auto 350h	42.1	9.1	152	29	£89995
2.5 Hybrid (250) auto AWD 350h	39.2	9.1	163	29	£92995
2.5 Hyb (250) at AWD 350h Takumi	39.2	9.1	163	29	£112995

LBX - 4190x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid (136) auto Urban	65.7	9.6	105	23	£29995
1.5 Hybrid (136) auto Premium	65.7	9.6	105	23	£32845
1.5 Hybrid (136) at Premium Plus	65.7	9.6	105	24	£34845
1.5 Hybrid (136) auto Takumi	65.7	9.6	105	25	£38525
1.5 Hybrid (136) at Takumi AWD	62.8	9.6	115	24	£40525

Design: add £1100 to Premium Plus, add £1000 to Takumi

UX - 4495x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (199) auto 300h Urban	56.4	8.1	113	24	£35245
2.0 Hyb (199) auto 300h Premium	56.4	8.1	113	24	£37245
2.0 Hyb (199) at 300h Premium Plus	54.3	8.1	117	26	£42945
2.0 Hyb (199) auto 300h F Sport	54.3	8.1	118	26	£44745
2.0 Hyb (199) auto 300h Takumi	54.3	8.1	118	30	£48845
2.0 Hyb (199) at E4 300h Premium+	50.4	7.9	126	27	£44945
2.0 Hyb (199) auto E4 300h F Sport	50.4	7.9	127	27	£46745
2.0 Hyb (199) auto E4 300h Takumi	50.4	7.9	127	31	£50845
72.8kWh (204) auto 300e Urban	279	7.5	0	38	£40065
72.8kWh (204) auto 300e Prem	279	7.5	0	38	£42145
72.8kWh (204) at 300e Prem Plus	279	7.5	0	38	£44145
72.8kWh (204) auto 300e Takumi	279	7.5	0	38	£51145

F Sport Design: add £2600 to Urban
F Sport Takumi: add £5300 to F Sport

NX - 4660x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hyb (243) auto 350h Urban	49.5	8.7	129	35	£44845
2.5 Hyb (243) auto 350h Premium	49.5	8.7	129	35	£46645
2.5 Hyb (243) auto 350h Takumi	49.5	8.7	129	32	£58895
2.5 Hyb (243) auto 350h Urban AWD	47.0	7.7	135	36	£45845
2.5 Hyb (243) at 350h Prem AWD	47.0	7.7	136	36	£47645
2.5 Hyb (243) at 350h F Sport AWD	44.8	7.7	143	35	£55395
2.5 Hyb (243) at 350h Takumi AWD	44.1	7.7	145	40	£59895
2.5 PHEV (309) at 450h+ Prem AWD	313.9	6.3	22	40	£50245
2.5 PHEV (309) at 450h+ F Spt AWD	256.8	6.3	25	40	£57895
2.5 PHEV (309) at 450h+ T'mi AWD	256.8	6.3	26	43	£59895

Premium Plus: add £6250 to Premium Hybrid, add £5970 to PHEV
F Sport Takumi: add £7450 to F Sport AWD, add £2750 to F Sport PHEV

RZ - 4805x1895mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (204) auto 300e Urban	297	8.0	0	38	£50145
71.4kWh (204) auto 300e Premium	295	8.0	0	38	£52445
71.4kWh (204) auto 300e Takumi	267	8.0	0	40	£60145
71.4kWh (313) auto 450e Premium	271	5.6	0	44	£58045
71.4kWh (313) auto 450e Takumi	252	5.6	0	45	£65745

Premium Plus: add £2300 to Premium

RX - 4890x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (250) at 350h Premium	44.8	7.9	150	42	£63345
2.5 Hybrid (250) auto 350h F Sport	44.8	7.9	150	42	£70345
2.5 Hybrid (250) auto 350h Takumi	44.8	7.9	145	43	£77845
2.4T Hyb (371) auto 500h F Sport	35.3	6.2	182	46	£80695
2.5 PHEV (309) at 450h+ Premium	256.8	6.5	25	44	£65045
2.5 PHEV (309) auto 450h+ F Sport	256.8	6.5	25	44	£71045
2.5 PHEV (309) auto 450h+ Takumi	256.8	6.5	25	45	£77295

Premium Plus: add £6000 to 350h Premium, add £5500 to 450h+ Premium

LOTUS

Dealers: 18 **Warranty:** 3 yrs/36000 mls

Emeya - 5139x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (611) auto Emeya	360	4.2	0	N/A	£96200
102kWh (611) auto Emeya S	344	4.2	0	N/A	£108700
102kWh (917) auto Emeya R	298	2.8	0	N/A	£131200

Eletre - 5103x2135mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
112kWh (611) auto Eletre	373	4.5	0	50	£90750
112kWh (611) auto Eletre S	373	4.5	0	50	£105750
112kWh (917) auto Eletre R	304	3.0	0	50	£120000

Emira - 4413x1895mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (360) auto First Edition	30.7	4.3	208	N/A	£82595
3.5 V6 S/C (400) First Edition	25.0	4.2	258	N/A	£87095
3.5 V6 S/C (400) auto First Edition	25.0	4.6	258	N/A	£88895

McLAREN

Dealers: 8 **Warranty:** 3 years

Artura - 4539x1976mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT hybrid (700) auto Coupe	58.9	3.0	108	50	£202660
3.0 V6TT hybrid (700) auto Spider	58.9	3.0	108	50	£222760

750S - 4569x2161mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT auto 750S	23.2	2.8	276	50	£252260
4.0 V8TT auto 750S Spider	23.2	2.8	276	50	£277260

GTS - 4683x2045mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (635) auto GT	26.2	3.2	270	50	£179260

MASERATI

Dealers: 9 **Warranty:** 3 yrs/unlimited mls

Grecale - 4847x1979mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) auto GT	32.1	5.6	199	N/A	£64055
2.0T (330) auto Modena	31.4	5.3	203	N/A	£71310
3.0 V6TT (530) auto Trofeo	25.2	3.8	254	N/A	£102775
105kWh (550) auto Folgore	310	4.1	0	N/A	£99000

GranTurismo - 4966x1957mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (490) auto Modena	27.8	3.9	230	N/A	£133120
3.0 V6TT (550) auto Trofeo	27.8	3.5	230	N/A	£163590
3.0 V6TT (761) auto Folgore	280	2.7	0	N/A	£179950

GranCabrio: add £5995 to Trofeo, add £5660 to Folgore

MC20 - 4669x1965mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (630) auto MC20 Coupe	24.4	2.9	262	N/A	£204465
3.0 V6TT (630) auto MC20 Cielo	24.1	3.0	265	N/A	£229465

MAXUS

Dealers: 57 **Warranty:** 5 yrs/100000 mls

Mifa 7 - 4907x1885mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (241) auto Elite	255	N/A	0	N/A	£48774
77kWh (241) auto Luxury	255	N/A	0	N/A	£50580
90kWh (241) auto Premium	298	N/A	0	N/A	£54780

Mifa 9 - 5270x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (241) auto Elite	269	9.9	0	N/A	£65086
90kWh (241) auto Luxury	269	9.9	0	N/A	£70613
90kWh (241) auto Premium	269	9.9	0	N/A	£77482

T90 EV - 5365x1900mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (177) auto Elite 2WD	205	N/A	0	N/A	£60720

MAZDA

Dealers: 154 **Warranty:** 3 yrs/60000 mls

2 Hybrid - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hyb (116) at Centre-Line	74.3	9.7	87	14	£24280
1.5 VVT-i Hyb (116) at Exclu-Line	74.3	9.7	92	14	£25575
1.5 VVT-i Hyb (116) at Homura	74.3	9.7	97	14	£27475
1.5 VVT-i Hyb (116) at Homura+	74.3	9.7	98	15	£29425

3 - 4460x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Skyactiv-G (140) Prime-Line	47.1	9.5	133	18	£24730
2.5 Skyactiv-G (140) Centre-Line	47.1	9.5	133	18	£25830
2.5 Skyactiv-G (140) Exclusive-Li	47.1	9.5	135	19	£27530
2.5 Skyactiv-G (140) auto Homura	44.8	9.5	141	17	£27875
2.5 Skyactiv-G (140) at Exclusiv-Li	44.8	9.5	141	18	£29075
2.0 e-Skyactiv-X (186) Centre-Line	53.3	8.1	123	22	£27675
2.0 e-Skyactiv-X (186) Exclusive-Li	53.3	8.1	126	23	£29975
2.0 e-Skyactiv-X (186) at Exclus-Li	47.1	8.5	138	22	£31575

Saloon: same price (Skyactiv X Exclusive-Line only) **Homura:** add £500 to Centre-Line **Takumi:** add £1200 to Exclusive-Line

CX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-Skyactiv G (140) Prime-Line	47.1	9.7	135	16	£26135
2.5 e-Skyactiv G (140) Centre-Line	47.1	9.7	135	16	£27735
2.5 e-Skyactiv G (140) Exclusive-Li	47.1	9.7	136	17	£29435
2.5 e-Skyactiv G (140) at Centre-Li	42.8	10.3	147	15	£29235
2.5 e-Skyactiv G (140) at Exclu-Li	42.8	10.3	147	16	£30935
2.0 e-Skyactiv X (186) Centre-Line	49.6	8.3	129	20	£29535
2.0 e-Skyactiv X (186) Exclusive-Li	49.6	8.3	128	20	£31835
2.0 e-Skyactiv X (186) Takumi AWD	46.3	8.8	139	21	£36535
2.0 e-Skyactiv X (186) at Centre-Li	46.3	8.6	139	19	£31135
2.0 e-Skyactiv X (186) at Exclu-Li	46.3	8.6	140	19	£33435
2.0 e-Skyac-X (186) at Takumi AWD	42.8	9.0	148	21	£38035

Homura: add £1100 to Centre-Line
Takumi: add £2400 to Exclusive-Line

MX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
830cc e-S'activ R-EV (170) at Prime	282.5	9.1	21	22	£31605
830cc e-S'activ R-EV (170) at Excl	282.5	9.1	21	22	£33605
830cc e-S'act R-EV (170) at M'koto	282.5	9.1	21	23	£36205

CX-5 - 4575x1845mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Skyactiv-G (165) Centre-Line	43.5	10.7	146	17	£31330
2.0 e-Skyactiv-G (165) Exclusive-Li	43.5	10.7	146	18	£34430
2.0 e-Skyactiv-G (165) Takumi	43.5	10.7	146	19	£36830
2.0 e-Skyactiv-G (165) at Centre-Li	40.9	10.2	155	17	£33750
2.0 e-Skyactiv-G (165) auto Excl-Li	40.9	10.2	156	18	£36850
2.0 e-Skyactiv-G (165) at Takumi	40.9	10.2	156	19	£39250
2.5 e-S'activ-G (194) at Tk'mi AWD	37.2	9.5	171	21	£42280
2.2 Skyactiv-D (184) Exclusive-Li	50.4	9.2	147	26	£36630
2.2 Skyactiv-D (184) auto Excl-Li	43.6	9.3	160	25	£39050
2.2 S'activ-D (184) Takumi AWD	44.8	9.3	165	26	£41450
2.2 S'activ-D (184) at Takumi AWD	42.8	9.6	173	27	£43880

Newground: add £1000 to Skyactiv-G 165 Centre-Line
Homura: add £2000 to Skyactiv-G 165 Exclusive-Line

CX-60 - 4745x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	201.8	5.8	32	38	£46640
2.5 e-S'activ PHV (327) at Homura	201.8	5.8	32	39	£49790
2.5 e-S'activ PHEV (327) at Takumi	201.8	5.8	32	39	£50740
3.3 e-S'activ D (200) at Exclusive-Li	55.4	8.4	132	33	£46700
3.3 e-S'activ D (254) at Exc-Li AWD	51.4	7.4	139	38	£49350
3.3 e-S'activ D (254) at H'ura AWD	51.4	7.4	140	38	£52500
3.3 e-S'activ D (254) at Tk'mi AWD	51.4	7.4	142	39	£53450

Plus: add £2800 to PHEV, add £2600 to diesel (not Exclusive-Line)

CX-80 - 4995x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	176.6	6.8	35	37	£49780
2.5 e-S'activ PHV (327) at Homura	176.6	6.8	35	38	£52930
2.5 e-S'activ PHEV (327) at Takumi	176.6	6.8	36	38	£53880
3.3 e-S'activ D (254) at Exc-Li AWD	49.6	8.4	148	37	£52475
3.3 e-S'activ D (254) at H'ura AWD	49.6	8.4	149	38	£55625
3.3 e-S'activ D (254) at Tk'mi AWD	49.6	8.4	149	38	£56575

Plus: add £2650 to PHEV, add £3270 to diesel (not Exclusive-Line)

MX-5 - 3915x1735mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Skyactiv-G (132) Prime-Line	44.8	8.3	140	27	£28285
1.5 Skyactiv-G (132) Exclusive-Li	44.8	8.3	140	27	£30285
2.0 Skyactiv-G (184) Exclusive-Li	40.9	6.5	153	33	£33115
2.0 Skyactiv-G (184) Homura	40.9	6.5	153	33	£35515

MX-5 RF: add £1900

MERCEDES

Dealers: 147 **Warranty:** 3 yrs/unlimited mls

A-Class - 4428x1796mm
Euro NCAP: ★★★★★ **Driver Power:** 11th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at A 180 Sport Edition	47.1	9.2	131	20	£31300
1.3T (136) auto A 180 Sport Exec	47.1	9.2	131	20	£32685
1.3T (163) auto A 200 Sport Exec	47.1	8.2	135	23	£34235
1.3T (218) at A 250 e AMG Li Exec	313.9	7.4	17	23	£41165
2.0T (306) at AMG A 35 4MT Tour	33.2	4.7	193	36	£47960
2.0T (421) at AMG A 45 S 4MATIC+	30.7	3.9	208	41	£65395
2.0 (150) auto A 200 d Sport Exec	57.7	8.3	130	23	£35235

AMG Line Executive: add £2225 to Sport Executive **A 35 Premium:** add £2020 to A 35 Touring Edition

A-Class Saloon - 4558x1796mm
Euro NCAP: ★★★★★ **Driver Power:** 11th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) auto A 180 Sport Exec	47.9	9.3	134	20	£33180
1.3T (163) auto A 200 Sport Exec	47.9	8.3	134	23	£34730
1.3T (218) at A 250 e AMG Li Exec	313.9	7.5	71	28	£41760
2.0T (306) at AMG A 35 4MT Exec	33.6	4.8	189	36	£47790
2.0 (150) auto A 200 d Sport Exec	57.7	8.4	128	23	£35830

AMG Line Executive: add £2225 to Sport Executive **A 35 Premium:** add £1600 to A 35 Executive

B-Class - 4419x1796mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) auto B 200 Sport Exec	46.3	8.4	136	25	£35965
2.0 (150) auto B 200 d Sport Exec	55.4	8.5	135	25	£37065

AMG Line Executive: add £2300 to Sport Executive

CLA-Class - 4731x1855mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
85kWh (272) at 250+ Sport Edition	484	6.7	0	N/A	£45615
85kWh (272) at 250+ AMG Line Ed	482	6.7	0	N/A	£49375
85kWh (272) at 250+ AMG Line Prem	462	6.7	0	N/A	£51770

C-Class - 4793-4842x1820-1900mm
Euro NCAP: ★★★★★ **Driver Power:** 5th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (204) auto C 200 AMG Line	43.5	7.3	142	38	£46175
2.0T (258) at C 300 AMG Line Prem	40.9	6.0	153	40	£53495
2.0T (313) auto C 300 e AMG Line	565.0	6.1	12	45	£51970
2.0T (408) auto AMG C 43 4MATIC	30.7	4.3	209	44	£69960
2.0T (476) at AMG C 63 S e 4MT+	31.4	3.4	205	50	£100935
2.0 (200) auto C 220 d AMG Line	60.1	7.5	119	39	£47575
2.0 (265) at C 300 d AMG Li Prem	53.3	5.7	136	41	£54925

C-Class Estate - 4793-4842x1820-1900mm
Euro NCAP: ★★★★★ **Driver Power:** 5th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (204) auto C 200 AMG Line	44.1	7.5	147	38	£47925
2.0T (258) at C 300 AMG Line Prem	40.9	6.0	157	40	£55245
2.0T (313) auto C 300 e AMG Line	565.0	6.3	13	45	£57220
2.0T (408) auto AMG C 43 4MATIC	30.4	4.4	209	44	£71710
2.0T (476) at AMG C 63 S e 4MAT+	31.4	3.4	205	50	£102685
2.0 (200) auto C 220 d AMG Line	62.8	7.6	123	39	£49235
2.0 (265) at C 300 d AMG Li Prem	53.3	5.8	139	41	£56675

E-Class - 4949-4959x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto E 200 AMG Line	43.5	7.5	148	42	£56650
2.0T (313) at E 300 e Urban Edition	470.8	6.4	13	50	£65720
2.0T (313) at E 300 e AMG Line P	470.8	6.4	13	50	£70845
3.0T (449) at E 53 Hyb 4MATIC+	313.9	3.8	21	50	£92120
2.0 (197) auto E 220 d AMG Line	58.9	7.6	125	42	£58300
2.0 (197) auto E 300 de Urban Ed	706.3	6.4	11	49	£67720
2.0 (197) at E 300 de AMG Line Pr	706.3	6.4	11	50	£72845
3.0 (367) at E 450 d AMG Li Pr 4MT	47.1	4.8	158	50	£81095

E-Class Estate - 4949-4959x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto E 200 AMG Line	41.5	7.8	155	42	£59720
2.0T (313) at E 300 e Urban Edition	470.8	6.5	14	50	£67970
2.0T (313) at E 300 e AMG Line P	470.8	6.5	14	50	£73095
3.0T (449) at E 53 Hyb 4MATIC+	282.5	3.9	23	50	£94370
2.0 (197) auto E 220 d AMG Line	56.5	7.9	131	42	£60650
2.0 (197) auto E 300 de Urban Ed	565.0	6.6	12	49	£69970
2.0 (197) at E 300 de AMG Line Pr	565.0	6.6	13	50	£75095
3.0 (367) at E 450 d AMG Li Pr 4MT	44.8	5.0	164	50	£83345

EQE - 4946x1906mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at EQE 350+ Sport Ed	429	6.5	0	50	£69365
91kWh (292) at EQE 350+ AMG Li Ed	429	6.5	0	50	£74615
91kWh (408) at EQE 500 AMG Li Ed	385	4.7	0	50	£82615
91kWh (625) at AMG EQE 53 4MT	306	3.5	0	50	£105995

AMG GT 4-Door - 5054x1953mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (639) at AMG GT 63 S 4MT	21.4	3.2	298	50	£159300
4.0 V8TT (843) at AMG GT 63 S E Prf	25.2	2.9	254	50	£182450

S-Class - 5320x1954mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (299) at S 450 e L 4MT AMG Line	403.6	5.9	17	50	£111665
3.0 (449) at S 500 L 4MT AMG Line	32.8	4.7	195	50	£112895
3.0 (517) at S 580 e L AMG Line	353.1	4.9	19	50	£119370
3.0 (517) at S 580 e Maybach	313.9	5.1	21	50	£174770
4.0 V8 (503) at S 580 4MT Maybach	26.4	4.8	242	50	£181490
4.0 V8TT (802) auto AMG S 63 E Perf	35.8	3.3	179	50	£193525
6.0 V12 (612) at S 680 4MT M'bach 1st	20.9	4.5	321	50	£226595
3.0 (313) auto S 350 d L AMG Line	44.8	5.6	166	50	£100390
3.0 (367) at S 450 d L 4MT AMG Li	43.5	5.0	171	50	£105785

EQS - 5216x1926mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) auto 350 AMG Line	409	6.7	0	50	£99845
118kWh (360) at 450+ AMG Line	481	6.2	0	50	£112620
118kWh (360) at 450 4MAT AMG Li	467	5.7	0	50	£115920

Business Class: add £7000 to AMG Line

V-Class - 4895-5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (163) auto V 220 d Premium L	37.2	11.1	192	37	£76320
2.0 (237) auto V 300 d Premium L	36.2	7.9	196	43	£81600
2.0 (237) auto V 300 d Exclusive L	36.2	7.9	200	43	£91960
2.0 (163) auto V 220 d Premium XL	37.2	11.2	194	37	£77330
2.0 (237) auto V 300 d Premium XL	36.2	7.9	198	43	£82610
2.0 (237) at V 300 d Exclusive XL	36.2	7.9	199	43	£88770
2.0 (237) auto V 300 d M.P Prem L	34.9	8.6	207	44	£88455

EQV - 5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (204) at EQV 300 Exec Long	222	12.1	0	44	£92255

GLA-Class - 4412-4436x1834-1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at 180 Sport Edition	42.8	10.0	148	29	£35880
1.3T (163) at 200 Sport Executive	43.5	8.9	148	29	£38065
2.0T (218) auto 250 e AMG Li Exec	256.8	7.9	24	40	£45630
2.0T (306) auto AMG 35 4MATIC	32.1	5.2	201	41	£55570
2.0T (421) at AMG 45 S 4MATIC+	28.5	4.3	225	41	£73330
2.0 (150) at 200 d Sport Executive	51.4	8.8	142	31	£39115
2.0 (190) at 220 d 4MT AMG Li Ex	48.7	7.5	151	36	£46990

AMG Line Executive: add £3480 to Sport Executive

EQA - 4463x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
67kWh (190) auto 250+ Sport Exec	346	8.6	0	44	£49760
67kWh (190) auto 250+ Urban Ed	346	8.6	0	44	£52020
67kWh (228) auto 300 4MT AMG Li	280	7.7	0	46	£53020

GLB-Class - 4634x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) at 200 Sport Executive	41.5	9.3	155	28	£40190
2.0 (150) at 200 d Sport Executive	50.4	9.2	148	29	£40420
2.0 (190) at 220 d 4MT AMG Li Ex	47.1	7.8	158	35	£48110

AMG Line Executive: add £3480 to Sport Executive

EQB - 4634x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71kWh (190) auto 250+ Sport Exec	321	8.9	0	N/A	£52810
71kWh (190) auto 250+ Urban Ed	321	8.9	0	N/A	£55070
67kWh (228) auto 300 4MT AMG Li	271	8.0	0	29	£55320

GLC-Class - 4721-4749x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	38.2	6.2	167	42	£56495
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	47	£59970
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	47	£64470
2.0T (443) at AMG GLC 43 4MATIC	27.2	4.5	236	45	£76715
2.0T (680) at AMG GLC 63 S e 4MT+	29.1	3.5	221	50	£125185
2.0 (219) at 220 d 4MAT AMG Line	53.3	8.0	140	40	£54450
2.0 (291) at 300 d 4MT AMG L Prm	48.7	6.3	151	44	£63895
2.0 Hyb (333) 300 de 4MT Urban	565.0	6.4	12	49	£62220
2.0 Hyb (333) 300 de 4MT AMG Li	565.0	6.4	12	49	£66720

GLC-Coupe - 4769-4792x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	38.7	6.3	167	43	£62220
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	43	£65970
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	43	£70470
2.0T (443) at AMG GLC 43 4MATIC	27.4	4.5	231	45	£78715
2.0T (680) at AMG GLC 63 S e 4MT+	29.1	3.5	221	50	£127185
2.0 (219) at 220 d 4MAT AMG Line	54.3	8.1	138	41	£60175
2.0 (291) at 300 d 4MT AMG L Prm	49.6	6.4	149	44	£68800

GLE-Class - 4926-4934x2015mm
Euro NCAP: ★★★★★ **Driver Power:** 1st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (375) at 400 e 4M Urban	94.2	6.1	69	47	£80490
3.0 Hyb (619) auto AMG 53 4MATIC+	67.3	4.7	95	50	£94835
3.0T (435) auto AMG 53 4MATIC+	26.7	5.0	241	50	£96665
4.0 V8TT (612) at AMG 63 S 4MT+	22.4	3.9	287	50	£139350
2.0 (289) at 300 d 4MAT Urban Ed	41.5	6.9	179	44	£78050
3.0 (389) at 450 d 4MAT Urban Ed	37.7	5.6	196	48	£82160
3.0 (329) at 350 de 4MAT Urban Ed	128.4	6.9	58	48	£78490

Seven seats: standard on GLE 300 d, GLE 450 d, AMG 53 non hybrid
AMG Line: add £5000 to Urban Ed

GLE-Coupe - 4941x2018mm
Euro NCAP: ★★★★★ **Driver Power:** 1st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (388) at 400 e 4M Urban Ed	97.4	6.1	65	49	£83490
3.0 Hyb (619) auto AMG 53 4MATIC+	72.4	4.7	88	50	£103880
3.0T (435) auto AMG 53 4MATIC+	27.4	5.0	235	50	£105790
4.0 V8TT (612) at AMG 63 S 4MT	22.6	3.9	284	50	£148350
3.0 (389) at 450 d 4MT Urban Ed	37.7	5.6	194	49	£85160
3.0 (389) at 350 de 4MT Urban Ed	134.5	6.9	55	49	£81490

AMG Line: add £5000 to Urban Edition

EQE SUV - 4863x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at 350+ AMG Line Ed	378	6.9	0	50	£75505
91kWh (292) at 350 4MAT AMG Li Ed	342	6.6	0	50	£80005
96kWh (408) at 500 AMG Line Ed	365	5.0	0	50	£90570
91kWh (617) auto AMG 53 4MAT+	280	3.7	0	50	£115130

GLS-Class - 5209-5233x1956-2030mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) at 450 4MAT AMG Line	26.7	6.1	241	47	£114180
4.0 V8TT (579) at 600 Maybach	20.5	4.9	313	50	£182950
4.0 V8TT (579) at 600 May 1st Class	20.5	4.9	315	50	£187250
4.0 V8TT (634) at AMG 63 4MAT+	21.1	4.2	303	50	£158400

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (367) at 450 d 4MAT AMG Line	33.6	6.1	222	50	£110800

Business Class: add £10000 to AMG Line

EQS SUV - 5125x1957mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
118kWh (360) at 450 4MAT AMG Li	400	6.2	0	50	£129480
118kWh (544) at 580 4MAT AMG Li	400	4.8	0	50	£139480
118kWh (658) at 680 4MAT Maybach	374	4.4	0	50	£200870

Business Class: add £14325 to AMG Line

G-Class - 4873x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (469) auto 500 AMG Line	25.0	5.4	257	50	£150875
4.0 V8TT (605) auto AMG G 63	19.1	4.4	338	50	£189375
3.0 (387) auto G 450 d AMG Line	31.4	5.8	235	50	£141065
116kWh (587) at G 580 EQ AMG Line	280	4.7	0	50	£154870

Carbon Edition: add £10000 to AMG G 63 **Manufaktur Edition:** add £16500 to AMG G 63 **Magno Edition:** add £19000 to AMG G 63

CLE-Class Coupe - 4850-4853x1861-1936mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	42.8	7.4	148	35	£47675
2.0T (258) at CLE 300 4MT AMG Li P	40.4	6.2	158	40	£57370
2.0T (313) at CLE 300 e AMG Li P	470.8	6.3	13	45	£61620
3.0T (381) at CLE 450 4MT AMG Li P	36.7	4.4	175	43	£68325
3.0T (471) at AMG CLE 53 4MATIC+	30.4	4.2	212	44	£75660
2.0 (197) auto CLE 220 d AMG Line	60.1	7.5	123	36	£50075

CLE-Class Cabriolet - 4850-4853x1861-1936mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	42.2	7.9	153	40	£54495
2.0T (258) at CLE 300 4MT AMG Li P	39.2	6.6	167	44	£61370
3.0T (381) at CLE 450 4MT AMG Li P	35.3	4.7	180	46	£72325
3.0T (449) at AMG CLE 53 4MATIC+	29.4	4.4	218	47	£79660
2.0 (197) auto CLE 220 d AMG Line	57.7	7.9	129	41	£56075

AMG SL - 4700x1915mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (434) auto SL 43 Premium	31.4	4.7	206	50	£109910
2.0T (434) at SL 43 Premium Plus	31.4	4.7	215	50	£118910
4.0 V8TT (476) at SL 55 4MT Prem+	21.7	3.9	305	50	£152900
4.0 V8TT (585) at SL 63 4MT Prem+	21.7	3.6	305	50	£177150
4.0 V8TT (816) at SL 63 4MT S E Prf	28.3	2.9	228	50	£196740

AMG GT - 4728x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (421) auto GT 43 Premium	27.4	4.6	235	50	£105435
4.0 V8TT (476) at GT 55 4MT Prem	20.2	3.9	319	50	£142200
4.0 V8TT (585) at GT 63 4MT Prem	20.2	3.2	319	50	£163500
4.0 V8TT (612) at GT 63 4MT Pro	20.2	3.2	319	50	£179350
4.0 V8TT (816) at GT 63 4MT S E Perf	26.7	2.8	241	50	£186290

MG

Dealers: 71 **Warranty:** 7 yrs/80000 mls

MG3 - 4113x1797mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (194) auto SE	64.2	8.0	100	23	£18495
1.5 Hybrid+ (194) auto Trophy	64.2	8.0	100	24	£20495

MG4 - 4287x1836mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (170) auto SE	218	7.7	0	27	£26995
64kWh (203) auto SE Long Range	281	7.9	0	28	£29495
64kWh (203) at Trophy Long Range	270	7.9	0	29	£32495
77kWh (245) auto Extended Range	323	6.5	0	33	£36495
64kWh (435) auto XPower	239	3.7	0	40	£36495

MG5 - 4600x1818mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52.5kWh (156) auto SE	214	7.7	0	32	£30995

Trophy: add £2500 to SE

ZS - 4430x1818mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (196) auto SE	55.4	8.7	115	22	£21995
1.5 Hybrid+ (196) auto Trophy	55.4	8.7	115	22	£24495

MGS5 EV - 4476x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (170) auto SE	211	8.0	0	29	£28495
64kWh (231) auto SE Long Range	298	6.3	0	34	£30995
64kWh (231) at Trophy Long Range	288	6.3	0	34	£33495

HS - 4670x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (162) SE	38.2	9.4	168	24	£24995
1.5 T-GDi (162) auto SE	37.2	9.6	173	25	£26495
1.5 T-GDi (371) auto SE Plug-In	672.6	6.8	12	27	£31495

Trophy: add £2500 to SE

Cyberster - 4535x1913mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (340) auto Trophy	316	5.0	0	47	£54995
77kWh (503) auto GT	276	3.2	0	50	£59995

MINI

Dealers: 148 **Warranty:** 3 yrs/unlimited mls

Cooper - 3858x1744mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.9	7.7	133	21	£25265
1.5T (156) auto C Exclusive	47.9	7.7	134	22	£27465
2.0T (204) auto S Classic	45.6	6.6	140	25	£28265
2.0T (204) auto S Exclusive	45.6	6.6	140	25	£30465
2.0T (231) auto John Cooper Works	43.5	6.1	147	27	£33815
41kWh (184) auto E Classic	190	7.3	0	20	£26905
41kWh (184) auto E Exclusive	190	7.3	0	20	£29105
54kWh (218) auto SE Classic	250	6.7	0	26	£29905
54kWh (218) auto SE Exclusive	250	6.7	0	26	£32105
54kWh (258) at John Cooper Works	250	5.9	0	26	£35455

Sport: add £1300 to Exclusive

Cooper 5-Door - 4036x1744mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.1	8.0	136	21	£26265
1.5T (156) auto C Exclusive	46.3	8.0	137	22	£28465
2.0T (204) auto S Classic	44.8	6.8	142	24	£29265
2.0T (204) auto S Exclusive	44.8	6.8	142	25	£31465

Sport: add £1300 to Exclusive

Cooper Convertible - 3879x1744mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (163) auto C Classic	43.5	8.2	147	23	£28715
2.0T (163) auto C Exclusive	43.5	8.2	148	23	£30915
2.0T (204) auto S Classic	42.8	6.9	149	27	£31715
2.0T (204) auto S Exclusive	42.8	6.9	149	27	£33915
2.0T (231) auto John Cooper Works	40.9	6.4	156	29	£37535

Sport: add £1300 to Exclusive

Aceman - 4079x1754mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
38.5kWh (184) auto E Classic	192	7.9	0	20	£28905
38.5kWh (184) auto E Exclusive	190	7.9	0	20	£31105
49.2kWh (218) auto SE Classic	251	7.1	0	23	£31905
49.2kWh (218) auto SE Exclusive	249	7.1	0	24	£34105
49.2kWh (258) at J Cooper Works	242	6.4	0	24	£36905

Sport: add £1300 to Exclusive

Countryman - 4444x1843mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto C Classic	47.9	8.3	133	20	£29100
1.5T (170) auto C Exclusive	47.9	8.3	134	21	£31600
2.0T (218) auto S Classic ALL4	42.8	7.1	148	25	£35100
2.0T (218) auto S Exclusive ALL4	42.2	7.1	151	25	£38420
2.0T (300) at J Cooper Works ALL4	36.2	5.4	177	30	£42750
64.6kWh (204) auto E Classic	286	8.6	0	23	£33005
64.6kWh (204) auto E Exclusive	281	8.6	0	24	£35505
64.6kWh (313) auto SE Classic ALL4	266	5.6	0	31	£39005
64.6kWh (313) at SE Exclusive ALL4	262	5.6	0	31	£41505

Sport: add £1200 to Exclusive

MORGAN

Dealers: 18 **Warranty:** TBC

Super 3 - 3581-1840mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (118) Super 3	40.0	7.0	130	N/A	£43165

Roadster - 3700-3890x1680-1756mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0TT (255) Plus 4	39.0	5.2	165	N/A	£62995
2.0TT (255) auto Plus 4	40.0	4.8	159	N/A	£64995
3.0TT (335) auto Plus 6	34.0	4.2	180	N/A	£81995

NISSAN

Dealers: 221 **Warranty:** 3 yrs/60000 mls

Juke - 4210x1800mm
Euro NCAP: ★★★★★ **Driver Power:** 27th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DIG-T (114) Acenta Premium	48.7	10.7	133	13	£24045
1.0 DIG-T (114) N-Connecta	48.7	10.7	133	14	£26045
1.0 DIG-T (114) at Acenta Premium	47.1	11.8	137	12	£25545
1.0 DIG-T (114) auto N-Connecta	47.1	11.8	137	14	£27545
1.6 Hybrid (143) auto N-Connecta	58.4	10.1	110	14	£29575

Tekna: add £1500 to N-Connecta
Tekna+: add £1400 to Tekna
N-Sport: same price as Tekna+

Qashqai - 4394x1806mm
Euro NCAP: ★★★★★ **Driver Power:** 28th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3 DiG-T (140) Acenta Premium	44.8	10.2	142	12	£30615
1.3 DiG-T (140) Tekna	44.1	10.2	145	13	£35005
1.3 DiG-T (158) Acenta Premium	44.8	9.5	142	17	£31335
1.3 DiG-T (158) Tekna	44.1	9.5	145	18	£35725
1.3 DiG-T (158) at Acenta Premium	45.6	9.2	141	15	£32935
1.3 DiG-T (158) auto Tekna	44.1	9.2	144	16	£37625
1.3 DiG-T (158) at N-Connecta AWD	40.9	9.9	155	15	£36410
1.3 DiG-T (158) auto Tekna AWD	40.4	9.9	157	16	£39820
1.5 e-Power (190) at Acenta Prem	54.3	7.9	117	24	£34860
1.5 e-Power (190) auto Tekna	53.3	7.9	119	26	£39730

N-Connecta: add £2170 to Acenta Premium **N-Design:** add £4170 to Acenta Premium **Tekna+:** add £2790 to Tekna (not DiG-T 140)

X-Trail - 4680x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VC-T (163) at Acenta Premium	39.8	9.6	157	22	£36225
1.5 VC-T (163) auto Tekna	38.7	9.6	161	23	£42290
1.5 e-Power (204) at Acenta Prem	48.7	8.0	129	24	£37770
1.5 e-Power (204) auto N Trek	48.7	8.0	130	26	£43780
1.5 e-Power (204) auto Tekna	47.1	8.0	133	26	£43935
1.5 e-P (213) at Acenta Prem AWD	44.8	7.0	141	28	£40070
1.5 e-Power (213) at N TrekAWD	44.8	7.0	141	30	£45980
1.5 e-Power (213) at Tekna AWD	43.5	7.0	144	30	£46135

Seven seats: add £1000 (not e-Power 204) **N-Connecta:** add £2825 to Acenta Premium **Tekna+:** add £2670 to Tekna

Ariya - 4595x1850mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (217) auto Engage	251	7.5	0	30	£39655
63kWh (217) auto Advance	250	7.5	0	30	£43155
87kWh (242) auto Engage	330	7.6	0	34	£44655
87kWh (242) auto Advance	329	7.6	0	34	£48155
87kWh (306) auto Advance 4WD	319	5.7	0	41	£50855
87kWh (435) auto Nismo 4WD	261	5.1	0	41	£56630

Evolve: add £3995 to Advance

OMODA

Dealers: TBC **Warranty:** 7 yrs/100000 mls

Omoda 5 - 4424x1830mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (187) auto Comfort	31.2	7.9	170	34	£25235
1.6T (187) auto Noble	31.2	7.9	170	35	£27035
61kWh (204) auto Comfort	257	7.2	0	34	£33055
61kWh (204) auto Noble	257	7.2	0	35	£34555

Omoda 9 - 4775x1920mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T PHEV (449) auto Noble	47.1	4.9	38	45	£44990

PEUGEOT

Dealers: 283 **Warranty:** 3 yrs/60000 mls

208 - 4055x1745mm
Euro NCAP: ★★★★ **Driver Power:** 50th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Style	58.2	10.1	114	22	£19995
1.2 PureTech (100) Allure	58.2	10.1	114	21	£24645
1.2 PureTech (100) GT	58.2	10.1	121	21	£26795
1.2 Hybrid (110) auto Allure	65.9	9.8	103	23	£26450
1.2 Hybrid (110) auto GT	65.9	9.8	105	23	£28600
1.2 Hybrid (145) auto GT	65.0	8.1	105	28	£29800
50kWh (136) auto Allure	219	8.1	0	28	£30050
50kWh (136) auto GT	219	8.1	0	31	£32100
51kWh (156) auto Allure	263	8.2	0	28	£30850
51kWh (156) auto GT	261	8.2	0	31	£32900

GT Premium: add £1500 to GT, add £1800 to GT EVs

308 - 4367x1859mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (145) auto Allure	62.6	9.3	110	20	£32925
1.2T Hybrid (145) auto GT	62.6	9.3	111	21	£36050
1.6 PHEV (195) auto Allure	62.6	7.9	18	26	£38220
1.6 PHEV (195) auto GT	62.6	7.9	18	28	£41430
1.5 BlueHDi (130) auto Allure	59.6	10.6	130	19	£33540
1.5 BlueHDi (130) auto GT	59.6	10.6	131	21	£36665
54kWh (156) auto Allure	257	9.8	0	24	£38220
54kWh (156) auto GT	257	9.8	0	25	£39990

308 SW: add £1200

408 - 4687x1859mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (145) auto Allure	58.8	10.2	114	20	£35165
1.2T Hybrid (145) auto GT	58.8	10.2	114	22	£38485
1.6 PHEV (225) auto Allure	313.9	7.5	19	29	£41610
1.6 PHEV (225) auto GT	313.9	7.5	19	31	£44930
58kWh (210) auto Allure	280	7.6	0	33	£42185
58kWh (210) auto GT	280	7.6	0	34	£44995

508 Fastback - 4750x1859mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hybrid (225) auto GT	274.8	7.9	34	36	£46920
1.6 Hybrid (225) auto GT SW	274.8	8.0	37	36	£48120

e-Rifter - 4405-4755x1848mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 BlueHDi (130) auto Allure	54.3	10.8	148	14	£26515
1.5 BlueHDi (130) auto GT	54.3	10.8	148	15	£27005
1.5 BlueHDi (130) auto Allure Long	54.3	11.3	152	14	£29310
1.5 BlueHDi (130) auto GT Long	54.3	11.3	152	15	£29800
50kWh (136) auto Allure	199	11.3	0	22	£32250
50kWh (136) auto GT	199	11.3	0	22	£35045
50kWh (136) auto Allure Long	199	11.3	0	23	£33150
50kWh (136) auto GT Long	199	11.3	0	23	£35945

e-Traveller - 4981-5331x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Active	217	14.3	0	38	£48925
75kWh (136) auto Active Long	217	14.3	0	40	£49825

Allure: add £5325

2008 - 4300x1770mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Allure	52.7	10.8	129	16	£28540
1.2 PureTech (130) auto Allure	48.9	9.2	138	16	£31395
1.2 Hybrid (136) auto Allure	62.1	8.3	112	23	£32170
54kWh (156) auto Allure	247	9.1	0	26	£35300

GT: add £2150 to Allure (not PureTech 100), **GT Premium:** add £1550 to GT

3008 - 4542x1895mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (136) auto Allure	52.5	10.2	123	22	£36790
1.6 PHEV (195) auto Allure	356.2	7.8	19	32	£40860
73kWh (210) auto Allure	326	8.8	0	32	£45960
97kWh (230) auto Allure	435	8.7	0	N/A	£48660

GT: add £2950-£3530 to Allure

5008 - 4791x1895mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (136) auto Allure	52.5	11.3	130	23	£39490
1.6 PHEV (195) auto Allure	356.2	8.3	23	35	£43560
73kWh (210) auto Allure	310	9.7	0	33	£48660
97kWh (230) auto Allure	414	9.6	0	N/A	£51360

GT: add £2950-£3530 to Allure

POLESTAR

Dealers: 2 **Warranty:** 3 yrs/60000 mls

Polestar 2 - 4606x1859mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (268) auto Standard	344	6.2	0	34	£45160
82kWh (295) auto Long Range	408	5.9	0	35	£49160
82kWh (416) auto LR Dual Motor	369	4.3	0	42	£53160
82kWh (469) at LR Dual Motor Perf	352	4.0	0	42	£57950

Polestar 4 - 4840x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (268) auto Long Range	385	6.9	0	45	£59990
100kWh (536) at Long Dual Motor	367	3.7	0	48	£66990

Polestar 3 - 4900x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
111kWh (295) auto Long Range	438	7.5	0	50	£69900
111kWh (483) auto LR Dual Motor	395	4.8	0	50	£75900
111kWh (510) at LR Dual Motor Perf	352	4.5	0	50	£81500

PORSCHE

Dealers: 36 **Warranty:** 3 yrs/unlimited mls

Taycan - 4963x1966-1998mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
97kWh (435) auto	422	4.8	0	50	£88200
97kWh (598) auto 4S	400	3.7	0	50	£96200
97kWh (700) auto GTS	394	3.3	0	50	£118200
97kWh (884) auto Turbo	391	2.7	0	50	£135200
97kWh (952) auto Turbo S	393	2.4	0	50	£162200
97kWh (1034) auto Turbo GT	347	2.3	0	50	£189200
97kWh (1034) at T GT Weissach	345	2.2	0	50	£189200

Taycan Sport Turismo - 4963x1966mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
97kWh (435) auto	404	4.8	0	50	£89200
97kWh (598) auto 4S	384	3.7	0	50	£97200
97kWh (700) auto GTS	378	3.3	0	50	£119200
97kWh (884) auto Turbo	379	2.7	0	50	£136200
97kWh (952) auto Turbo S	377	2.4	0	50	£163200

Taycan Cross Turismo - 4974x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
97kWh (598) auto 4S	381	3.8	0	50	£99200
97kWh (884) auto Turbo	373	2.8	0	50	£138200
97kWh (952) auto Turbo S	373	2.5	0	50	£165200

Panamera - 5052x1937mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.9 V6 (353) auto	29.1	5.3	219	50	£89400
2.9 V6 (353) auto 4	27.7	5.0	230	50	£92400
2.9 V6 (470) auto 4 E-Hybrid	282.5	4.1	23	50	£99100
2.9 V6 (544) auto 4S E-Hybrid	256.8	3.7	24	50	£110200
4.0 V8 (500) auto GTS	23.5	3.8	274	50	£131700
4.0 V8 (680) auto Turbo E-Hybrid	235.4	3.2	27	50	£151500
4.0 V8 (782) auto Turbo S E-Hybrid	201.8	2.9	31	50	£175100

Macan - 4726x1927mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (265) auto	28.0	6.4	228	39	£56000
2.0T (265) auto T	28.0	6.2	229	39	£61000
3.0 V6 (380) auto S	25.4	4.8	251	42	£63000
3.0 V6 (440) auto GTS	25.0	4.5	255	47	£75000

Macan Electric - 4784x1938mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (360) auto	398	5.7	0	44	£68500
100kWh (408) auto 4	381	5.2	0	46	£71200
100kWh (516) auto 4S	377	4.1	0	48	£76900
100kWh (639) auto Turbo	367	3.3	0	50	£96900

Cayenne - 4930x1983mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	26.2	6.0	246	44	£77500
4.0 V8TT (474) auto S	22.8	5.0	282	48	£93000
4.0 V8TT (500) auto GTS	22.4	4.7	287	50	£107600
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£86300
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£95200
4.0 V8 (739) auto Turbo E-Hybrid	166.2	3.7	39	50	£140600

Cayenne Coupe - 4930x1983mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	25.9	5.7	247	44	£81900
4.0 V8TT (474) auto S	22.6	4.7	284	50	£98400
4.0 V8TT (500) auto GTS	22.4	4.4	287	50	£109200
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£89600
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£100000
4.0 V8 (739) auto Turbo E-Hybrid	156.9	3.7	40	50	£146000
4.0 V8 (739) at Turbo E-Hybrid GT	156.9	3.6	40	50	£166100

718 Boxster - 4379x1801mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) 718 Boxster	30.1	5.1	212	44	£55800
2.0T (300) auto 718 Boxster	31.7	4.9	201	44	£57999
2.5T (350) 718 Boxster S	29.4	4.6	229	46	£65800
2.5T (350) auto 718 Boxster S	29.4	4.4	218	46	£67999
4.0 (400) 718 Boxster GTS 4.0	25.9	4.5	247	49	£77300
4.0 (400) auto 718 Boxster GTS 4.0	28.0	4.0	230	49	£79832

718 Cayman - 4379x1801mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) 718 Cayman	30.4	5.1	212	42	£53800
2.0T (300) auto 718 Cayman	31.7	4.9	201	42	£55999
2.5T (350) 718 Cayman S	28.0	4.9	228	44	£63800
2.5T (350) auto 718 Cayman S	29.4	4.4	217	44	£65999
4.0 (400) 718 Cayman GTS 4.0	25.9	4.5	247	46	£75300
4.0 (400) at 718 Cayman GTS 4.0	28.0	4.0	230	46	£77832

911 - 4542-4553x1852-1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	28.1	3.9	229	50	£103700
3.0TT (394) Carrera T	27.1	4.5	237	50	£115400
3.0TT (480) Carrera S	27.7	3.3	232	50	£120500
3.6TT (541) auto Carrera GTS	27.2	3.0	236	50	£137900
3.6TT (541) auto Carrera 4 GTS	27.1	3.0	236	50	£144400
4.0 (510) GT3	20.7	3.9	310	50	£158200
4.0 (510) auto GT3	20.5	3.4	312	50	£158200
4.0 (525) auto GT3 RS	21.4	3.2	299	50	£192600

GT3 Touring: same price as GT3

911 Cabriolet - 4542-4553x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	27.5	4.1	234	50	£113700
3.0TT (394) Carrera T	26.4	4.7	243	50	£125400
3.0TT (394) auto Carrera S	27.2	3.5	236	50	£130500
3.6TT (541) auto Carrera GTS	26.6	3.1	241	50	£147900
3.6TT (541) auto Carrera 4 GTS	26.6	3.1	241	50	£154400
3.6TT (541) auto Spirit 70	26.5	3.1	242	50	£187700

911 Targa: same price as Carrera 4 GTS

RENAULT

Dealers: 158 **Warranty:** 5 yrs/100000 mls

5 E-Tech - 3922x1774mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
40kWh (120) auto Evolution	192	9.0	0	18	£22995
40kWh (120) auto Techno	191	9.0	0	19	£24995
40kWh (120) auto Iconic Five	190	9.0	0	22	£26995
52kWh (150) auto Techno	252	8.0	0	22	£26995
52kWh (150) auto Iconic Five	251	8.0	0	22	£28995
52kWh (150) auto Roland Garros	252	8.0	0	22	£29995

Clio - 4050x1798mm
Euro NCAP: ★★★★★ **Driver Power:** 32nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	54.3	12.2	118	10	£18995
1.0 TCe (90) Techno	53.3	12.2	119	11	£20595
1.0 TCe (90) Esprit Alpine	53.3	12.2	120	11	£22195
1.6 E-Tech (145) auto Evolution	65.7	9.3	95	15	£21895
1.6 E-Tech (145) auto Techno	65.7	9.3	97	15	£23495
1.6 E-Tech (145) auto Esprit Alpine	65.7	9.3	97	15	£25095

Megane E-Tech - 4200x1768mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (220) auto Techno Comfort	285	7.5	0	26	£32495
60kWh (220) at Techno Esprit Alpine	282	7.5	0	25	£34995
60kWh (220) at Iconic Esprit Alpine	281	7.5	0	26	£36995

NEW CAR PRICES

4 E-Tech - 4144x1808mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (150) auto Evolution	247	8.2	0	28	£26995
52kWh (150) auto Techno	244	8.2	0	27	£28995
52kWh (150) auto Iconic	243	8.2	0	28	£30995

Captur - 4239x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	47.9	13.3	133	11	£22195
1.0 TCe (90) Techno	47.9	13.3	133	11	£23995
1.8 E-Tech (160) auto Evolution	61.4	8.9	103	16	£25195
1.8 E-Tech (160) auto Techno	61.4	8.9	104	16	£26995
1.8 E-Tech (160) auto Esprit Alpine	60.1	8.9	105	17	£28795

Symbioz - 4413x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3 TCe (140) auto Techno	47.9	11.2	133	16	£27395
1.8 E-Tech (160) auto Techno	65.7	9.1	97	19	£29795
1.8 E-Tech (160) at Techno Alpine	65.7	9.1	97	19	£31795
1.8 E-Tech (160) at Iconic Alpine	65.7	9.1	97	20	£33795

Scenic E-Tech - 4470x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
87kWh (220) auto Techno	379	7.9	0	32	£37195
87kWh (220) at Techno Esprit Alpine	372	7.9	0	32	£39995
87kWh (220) at Iconic Esprit Alpine	369	7.9	0	32	£42195

Austral - 4510x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) at Techno	61.4	8.4	105	21	£34195
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.4	106	22	£36695
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.4	106	23	£38695

Rafale - 4710x1866mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) auto Techno	60.1	8.6	105	29	£38195
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.6	106	30	£42195
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.6	107	30	£44695
1.2 E-Tec PHEV (300) at Techno Alp	564.9	6.4	12	38	£45695
1.2 E-Tec PHEV (300) at Atelier Alp	470.8	6.4	15	39	£49695

ROLLS-ROYCE

Dealers: 6 **Warranty:** 4 yrs/unlimited mls

Cullinan - 5341x2164mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.1	5.2	341	50	£332000
6.75 V12 (600) auto Black Badge	17.3	5.1	343	50	£380000

Ghost - 5545-5715x2148mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.6	4.6	347	50	£278000
6.75 V12 (571) auto EWB	18.5	4.6	348	50	£310400
6.75 V12 (600) auto Black Badge	17.9	4.5	359	50	£323000

Phantom - 5762-5982x2018mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.8	5.1	328	50	£417200
6.75 V12 (571) auto EWB	18.6	5.2	328	50	£479000

Spectre - 5475x1996mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
120kWh (577) auto	323	4.5	0	50	£332000

SEAT

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Ibiza - 4059x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE	55.4	11.0	117	11	£19725
1.0 TSI (95) FR	52.3	11.0	123	12	£22105
1.0 TSI (95) Xcellence	51.4	11.0	126	12	£22320
1.0 TSI (115) FR	51.4	9.7	124	15	£22520
1.0 TSI (115) Xcellence	51.4	9.7	125	15	£22575
1.0 TSI (115) auto FR	51.4	9.9	126	15	£23600
1.0 TSI (115) auto Xcellence	50.4	9.9	126	15	£23655

SE Technology: add £1070 to SE
FR Sport: add £915 to FR
Xcellence Lux: add £1250 to Xcellence **Anniversary Edition:** add £955 to FR Sport

Leon - 4368x1991mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) SE	50.4	10.4	128	14	£24250
1.5 TSI (115) FR	48.7	10.4	131	14	£27785
1.5 eTSI (115) auto SE	53.3	10.4	120	14	£27280
1.5 eTSI (115) auto FR	52.3	10.4	123	15	£30025
1.5 TSI (150) FR	48.7	8.7	131	19	£29365
1.5 eTSI (150) auto FR	52.3	8.7	123	19	£31375
1.5 e-Hybrid (204) auto FR	706.2	7.7	8	24	£36445
2.0 TDI (115) SE	62.8	8.7	119	19	£27190
2.0 TDI (150) FR	58.9	8.7	127	19	£31420

Leon ST estate: add £1480
SE Dynamic: add £1680 to SE
FR Sport: add £1915 to FR (not 1.0 TSI manual)

Arona - 4138x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) S	49.6	11.3	129	10	£19995
1.0 TSI (95) SE	51.4	11.3	124	10	£22460
1.0 TSI (115) FR	52.3	10.0	124	14	£25875
1.0 TSI (115) Xperience	52.3	10.0	123	14	£26595
1.0 TSI (115) auto SE	50.4	10.3	127	12	£23700
1.0 TSI (115) auto FR	50.4	10.3	128	14	£26955
1.0 TSI (115) auto Xperience	50.4	10.3	128	14	£27595
1.5 TSI (150) auto FR	49.6	8.4	129	18	£27240

SE Technology: add £1065 to SE
FR Sport: add £1170 to FR **Xperience Lux:** add £1665 to Xperience

Ateca - 4381x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) SE	47.1	11.0	137	13	£28635
1.5 Eco TSI (150) SE	45.6	9.0	141	18	£30560
1.5 Eco TSI (150) FR	43.5	9.0	148	18	£32430
1.5 Eco TSI (150) Xperience	43.5	9.0	149	18	£32715
1.5 Eco TSI (150) auto SE	44.1	9.0	145	18	£32180
1.5 Eco TSI (150) auto FR	42.8	9.0	150	18	£33840
1.5 Eco TSI (150) auto Xperience	42.8	9.0	151	18	£34505

SE Technology: add £875 to SE
FR Sport: add £2545 to FR **Xperience Lux:** add £3285 to Xperience

SERES

Dealers: TBC **Warranty:** 5 yrs/75000 mls

Seres 3 - 4385x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (160) auto Active	205	8.9	0	N/A	£29995
54kWh (160) auto Spirit	205	8.9	0	N/A	£31995

SKODA

Dealers: 135 **Warranty:** 3 yrs/60000 mls

Fabia - 4108x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPI (80) SE Edition	53.9	15.7	116	4	£19880
1.0 MPI (80) Design Edition	54.3	15.7	116	4	£20680
1.0 TSI (95) SE Edition	55.8	10.7	117	11	£20430
1.0 TSI (95) Design Edition	56.2	10.7	117	11	£21230
1.0 TSI (116) SE Edition	55.6	9.3	116	15	£20930
1.0 TSI (116) Design Edition	56.1	9.3	116	15	£21730
1.0 TSI (116) SE L Edition	56.0	9.3	117	15	£22615
1.0 TSI (116) Monte Carlo Edition	54.6	9.3	118	15	£23115
1.0 TSI (116) auto SE Edition	53.8	9.7	126	14	£21930
1.0 TSI (116) auto Design Edition	54.2	9.7	126	14	£22730
1.0 TSI (116) auto SE L Edition	54.1	9.7	127	14	£23565
1.0 TSI (116) at Monte Carlo Edition	52.7	9.7	128	15	£24065
1.5 TSI (150) auto Design Edition	52.1	8.0	124	20	£24445
1.5 TSI (150) auto SE L Edition	52.1	8.0	124	20	£25280
1.5 TSI (150) at Monte Carlo Edition	50.9	8.0	125	20	£25780

Scala - 4362x1793mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	55.4	10.8	119	12	£22255
1.0 TSI (116) SE Edition	54.8	9.5	119	15	£23230
1.0 TSI (116) Monte Carlo Edition	52.5	9.5	119	16	£27955
1.0 TSI (116) auto SE Edition	52.9	10.1	130	14	£24580
1.0 TSI (116) at Monte Carlo Edition	51.0	10.1	130	15	£29305
1.5 TSI (150) SE Edition	52.3	8.2	124	20	£24530
1.5 TSI (150) Monte Carlo Edition	50.4	8.2	124	21	£29255
1.5 TSI (150) auto SE Edition	52.1	8.2	131	21	£25880
1.5 TSI (150) at Monte Carlo Edition	50.5	8.2	131	21	£30605

SE L Edition: add £1800 to SE Edition

Octavia - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	54.3	10.4	118	14	£26775
1.5 TSI (116) auto SE Technology	57.5	10.6	112	14	£28815
1.5 TSI (150) SE L	53.3	8.5	121	20	£31250
1.5 TSI (150) SportLine	51.4	8.5	125	21	£32255
1.5 TSI e-Tec (150) auto SE L	57.3	8.5	112	20	£33290
1.5 TSI e-Tec (150) auto SportLine	55.2	8.5	117	21	£34295
2.0 TSI (265) auto vRS	40.3	6.5	159	27	£38670
2.0 TDI (116) SE Technology	66.2	10.0	112	17	£29320
2.0 TDI (116) SE L	65.5	10.0	113	18	£32370
2.0 TDI (150) auto SE Technology	63.4	8.5	117	21	£31720
2.0 TDI (150) auto SE L	62.8	8.5	118	22	£34770
2.0 TDI (150) auto SportLine	60.6	8.5	122	22	£35775

Octavia Estate - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	52.9	10.5	121	14	£27755
1.5 TSI (116) auto SE Technology	56.1	10.7	115	14	£29795
1.5 TSI (150) SE L	51.7	8.6	124	20	£32480
1.5 TSI (150) SportLine	50.5	8.6	127	20	£33285
1.5 TSI e-Tec (150) auto SE L	55.8	8.6	115	20	£34520
1.5 TSI e-Tec (150) auto SportLine	54.4	8.6	118	21	£35325
2.0 TSI (265) auto vRS	40.8	6.4	158	27	£39775
2.0 TDI (116) SE Technology	64.7	10.1	114	17	£30300
2.0 TDI (116) SE L	63.9	10.1	116	17	£33600
2.0 TDI (150) auto SE Technology	62.1	8.6	119	21	£32700
2.0 TDI (150) auto SE L	61.5	8.6	121	22	£36000
2.0 TDI (150) auto SportLine	59.9	8.6	124	22	£36805

Superb - 4912x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	54.2	9.2	119	23	£34875
1.5 TSI e-Tec (150) auto SE L	52.1	9.2	123	24	£38230
2.0 TSI (265) auto 4x4 L&K	36.3	5.6	177	34	£46355
2.0 TDI (150) auto SE Technology	58.0	9.2	128	24	£35390
2.0 TDI (150) auto SE L	56.0	9.2	133	25	£38405
2.0 TDI (193) auto 4x4 SE L	48.3	7.5	153	31	£42020
2.0 TDI (193) auto 4x4 L&K	47.8	7.5	156	31	£45740

Superb Estate - 4902x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	52.9	9.3	122	23	£36175
1.5 TSI e-Tec (150) auto SE L	51.0	9.3	126	24	£39530
1.5 TSI iV (204) auto SE Technology	784.3	8.1	8	29	£41465
1.5 TSI iV (204) auto SE L	682.8	8.1	9	30	£44820
1.5 TSI iV (204) auto L&K	735.7	8.1	9	30	£48540
2.0 TSI (265) auto 4x4 L&K	35.7	5.7	180	35	£47655
2.0 TDI (150) auto SE Technology	56.9	9.3	130	24	£36725
2.0 TDI (150) auto SE L	55.1	9.3	135	25	£39705
2.0 TDI (193) auto 4x4 SE L	47.7	7.6	155	30	£43320
2.0 TDI (193) auto 4x4 L&K	47.1	7.6	157	30	£47040

Kamiq - 4241x1793mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	51.8	11.0	123	12	£24190
1.0 TSI (116) SE Edition	52.2	9.7	122	16	£25120
1.0 TSI (116) SE L Edition	50.8	9.7	126	15	£27335
1.0 TSI (116) auto SE Edition	50.5	10.2	127	16	£26520
1.0 TSI (116) auto SE L Edition	49.3	10.2	130	15	£28785
1.5 TSI (150) SE Edition	49.7	8.3	129	19	£26465
1.5 TSI (150) SE L Edition	48.2	8.3	132	20	£28730
1.5 TSI (150) auto SE Edition	49.6	8.3	129	20	£27865
1.5 TSI (150) auto SE L Edition	48.3	8.3	132	20	£30130

Monte Carlo Edition: add £2100 to SE L Edition

Elroq - 4488x1884mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto 50 SE	232	8.7	0	22	£31500
63kWh (204) auto 60 SE L	265	7.7	0	27	£33350
63kWh (204) auto 60 Edition	265	7.7	0	27	£34450
63kWh (204) auto 60 SportLine	263	7.7	0	28	£37400
82kWh (286) auto 85 Edition	360	6.4	0	32	£38650
82kWh (286) auto 85 SportLine	355	6.4	0	34	£41600

Enyaq - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (204) auto 60 SE L	268	8.1	0	N/A	£39000
63kWh (204) auto 60 Edition	268	8.1	0	N/A	£40100
82kWh (286) auto 85 Edition	359	6.7	0	N/A	£44300
82kWh (286) auto 85x SportLine	332	6.7	0	N/A	£48750

Enyaq Coupe - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82kWh (286) auto 85 Edition	365	6.7	0	N/A	£46200
82kWh (286) auto 85x SportLine	334	6.7	0	N/A	£50650

Karoq - 4390x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (116) SE Drive	48.0	10.3	134	14	£29775
1.0 TSI (116) SE L	47.6	10.3	135	15	£31950
1.5 TSI (150) SE Drive	47.1	8.9	137	19	£30950
1.5 TSI (150) SE L	46.9	8.9	137	19	£33125
1.5 TSI (150) SportLine	45.0	8.9	143	20	£36190
1.5 TSI (150) auto SE Drive	46.2	9.0	139	19	£32400
1.5 TSI (150) auto SE L	46.0	9.0	140	19	£34575
1.5 TSI (150) auto SportLine	44.5	9.0	144	20	£37640
2.0 TSI (190) auto 4x4 SportLine	36.8	7.0	175	26	£41450
2.0 TDI (150) auto 4x4 SE L	48.9	8.7	152	20	£39560
2.0 TDI (150) auto 4x4 SportLine	48.8	8.7	152	21	£42625

Kodiaq - 4758x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE 5st	47.4	9.7	136	18	£36645
1.5 TSI e-Tec (150) auto SE L 7st	44.5	9.9	145	19	£40205
1.5 TSI e-Tec (150) at SportLine 7st	45.2	9.9	143	20	£42705
1.5 TSI iV (204) auto SE 5st	691.5	8.4	9	24	£41935
1.5 TSI iV (204) auto SE L 5st	578.4	8.4	11	24	£44635
1.5 TSI iV (204) auto SportLine 5st	598.1	8.4	11	25	£47135
2.0 TSI (204) auto 4x4 SE L 7st	36.6	7.5	175	27	£45255
2.0 TSI (204) auto 4x4 SportLine 7st	36.4	7.5	176	27	£52595
2.0 TSI (265) auto 4x4 vRS 7st	33.8	6.4	194	31	£47755
2.0 TDI (150) auto SE 5st	53.2	9.6	139	20	£38945
2.0 TDI (150) auto SE L 7st	49.8	9.8	149	21	£42505
2.0 TDI (193) auto 4x4 SE L 7st	44.1	8.0	168	26	£46225
2.0 TDI (193) at 4x4 SportLine 7st	44.6	8.0	166	26	£48725

Seven seats: add £860 to SE (not iV)

SKYWELL

Dealers: TBC **Warranty:** 7 yrs/100000 mls

BE11 - 4720x1908mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
72kWh (204) auto Standard Range	248	9.6	0	N/A	£36940
86kWh (204) auto Long Range	304	9.6	0	N/A	£39940

SMART

Dealers: 48 **Warranty:** 3 yrs/unlimited mls

#1 - 4270x1822mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	193	6.7	0	30	£31950
62kWh (272) auto Pro+	260	6.7	0	30	£35950
62kWh (272) auto Premium	273	6.7	0	31	£38950
62kWh (428) auto Brabus	248	3.9	0	37	£43450

#3 - 4400x1844mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	202	5.8	0	33	£32950
62kWh (272) auto Pro+	270	5.8	0	34	£36950
62kWh (272) auto Premium	283	5.8	0	36	£39950
62kWh (272) auto Anniversary Ed	283	5.8	0	36	£40950
62kWh (428) auto Brabus	258	3.7	0	41	£45450

SUBARU

Dealers: 70 **Warranty:** 3 yrs/100000 mls

Crosstrek - 4495x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (136) at AWD Limited	36.8	10.8	174	15	£34995

Touring: add £2000 to Limited

Solterra - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (215) auto Limited AWD	289	6.9	0	N/A	£52495

Touring: add £3000 to Limited

Forester - 4625x1815mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (150) auto AWD XE	34.7	11.8	185	23	£37995

Premium: add £3000 to XE

Outback - 4870x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5i (169) auto AWD Limited	32.8	10.2	193	19	£37995

Field: add £4000 to Limited
Touring: add £5500 to Limited

SUZUKI

Dealers: 149 **Warranty:** 3 yrs/60000 mls

Swift - 3860x1735mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 MHEV (82) Motion	64.2	12.5	99	21	£19199
1.2 MHEV (82) Ultra	64.2	12.5	99	21	£20299
1.2 MHEV (82) Ultra 4x4	57.6	13.6	110	20	£21549
1.2 MHEV (82) auto Motion	60.1	11.9	106	22	£20449
1.2 MHEV (82) auto Ultra	60.1	11.9	106	22	£21549

Swace - 4655x1790mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (122) at Motion	62.7	9.4	102	20	£29999
1.8 VVT-i Hybrid (122) auto Ultra	62.7	9.4	102	21	£31999

Vitara - 4185x1775mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	119	22	£26949
1.4 Boosterjet (129) Ultra	53.2	9.5	120	22	£28649
1.4 Boosterjet (129) Ultra 4x4	52.3	10.2	128	22	£30449
1.5 Hybrid (115) auto Motion	56.4	12.7	113	16	£28699
1.5 Hybrid (115) auto Ultra	56.4	12.7	114	17	£30399
1.5 Hybrid (115) auto Ultra 4x4	50.4	13.5	127	16	£32199

S-Cross - 4300x1785mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	120	22	£26699
1.4 Boosterjet (129) Ultra 4x4	47.8	10.2	133	22	£29699
1.5 Hybrid (115) auto Motion	54.3	12.7	118	16	£28449
1.5 Hybrid (115) auto Ultra 4x4	48.7	13.5	132	16	£31449

Across - 4635x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (306) auto E-Four	282.4	6.0	22	39	£49529

TESLA

Dealers: 17 **Warranty:** 4 yrs/50000 mls

Model 3 - 4694x1849mm
Euro NCAP: ★★★★★ **Driver Power:** 25th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (245) auto RWD	318	5.8	0	36	£39990
79kWh (320) auto RWD Long Range	436	4.9	0	38	£44990
79kWh (351) auto AWD Long Range	390	4.2	0	41	£49990
79kWh (460) at AWD Performance	328	2.9	0	48	£59990

Model S (LHD) - 4970x1964mm
Euro NCAP: ★★★★★ **Driver Power:** 29th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (670) auto AWD	405	3.1	0	50	£95480
100kWh (1020) auto AWD Plaid	390	2.0	0	50	£114930

Model Y - 4751x1978mm
Euro NCAP: ★★★★★ **Driver Power:** 15th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
81kWh (342) auto RWD Long Range	373	5.9	0	45	£46990
81kWh (384) auto AWD Long Range	331	4.8	0	48	£52990
81kWh (426) at AWD Performance	319	3.5	0	50	£59990

Seven seats: add £2500 to AWD LR

Model X (LHD) - 5037x2271mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (670) at AWD Long Range	348	3.8	0	50	£99930
100kWh (1020) auto AWD Plaid	333	2.5	0	50	£126230

TOYOTA

Dealers: 206 **Warranty:** 3 yrs/60000 mls

Aygo X - 3465x1615mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 VVT-i (72) Pure	58.9	14.9	109	5	£16140
1.0 VVT-i (72) Edge	58.9	14.9	110	5	£17180
1.0 VVT-i (72) auto Pure	56.5	14.8	113	6	£17245
1.0 VVT-i (72) auto Edge	56.5	14.8	113	6	£18285

Exclusive: add £1810 to Edge

Yaris - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** 35th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (114) auto Icon	68.9	9.7	92	13	£22640
1.5 VVT-i Hybrid (114) auto Design	68.9	9.7	91	14	£23545
1.5 VVT-i Hybrid (114) auto GR Sport	68.9	9.7	97	14	£28815
1.5 VVT-i Hybrid (114) auto Excel	68.9	9.7	96	14	£26710
1.5 VVT-i Hybrid (114) auto Premiere	68.9	9.7	96	14	£28935

GR Yaris - 3995x1805mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (257) GR Yaris	34.3	5.5	186	35	£32205
1.6T (257) GR Yaris Convenience	34.3	5.5	186	35	£34385
1.6T (257) GR Yaris Circuit Pack	34.3	5.5	186	36	£35705

Corolla - 4370x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 23rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	64.2	9.1	100	17	£30505
1.8 VVT-i Hybrid (140) auto Design	61.4	9.1	104	17	£32140
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.1	105	17	£33405
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.1	106	18	£34240
2.0 VVT-i Hybrid (196) auto Icon	64.2	7.4	98	21	£32250
2.0 VVT-i Hybrid (196) auto Design	62.8	7.4	102	21	£33885
2.0 VVT-i Hybrid (196) at GR Sport	61.4	7.4	103	21	£35150
2.0 VVT-i Hybrid (196) auto Excel	61.4	7.4	103	22	£35985

Corolla Touring Sports - 4650x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 23rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	62.8	9.4	101	17	£31840
1.8 VVT-i Hybrid (140) auto Design	60.1	9.4	106	17	£33475
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.4	107	17	£35120
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.4	107	18	£35955
2.0 VVT-i Hybrid (196) auto Icon	64.2	7.7	100	21	£33585
2.0 VVT-i Hybrid (196) auto Design	61.4	7.7	104	21	£35220
2.0 VVT-i Hybrid (196) at GR Sport	61.4	7.7	105	21	£36865
2.0 VVT-i Hybrid (196) auto Excel	61.4	7.7	105	22	£37700

Prius Plug-in - 4599x1782mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 VVT-i Hybrid (223) auto Design	565.0	6.8	12	31	£37315
2.0 VVT-i Hybrid (223) auto Excel	403.5	6.8	17	31	£39955

Proace City Verso Elec - 4403-4753x1848mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Icon Medium	160	11.2	0	18	£31849
50kWh (136) auto Design Medium	160	11.2	0	19	£36464
50kWh (136) auto Icon Long	160	11.2	0	19	£33129

Proace Verso Electric - 4959-5309x1920mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Icon Medium 8st	143	12.1	0	N/A	£45769
75kWh (136) at Design Medium 8st	143	12.1	0	N/A	£49263
75kWh (136) auto Icon Long 9st	143	12.1	0	N/A	£46477
75kWh (136) auto Design Long 8st	143	12.1	0	N/A	£53766
75kWh (136) auto Excel Long 7st	143	12.1	0	N/A	£55866

Yaris Cross - 4180x1765mm
Euro NCAP: ★★★★★ **Driver Power:** 41st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (116) auto Icon	64.1	11.2	100	11	£25530
1.5 VVT-i Hybrid (116) auto Design	64.1	11.2	102	12	£27130
1.5 VVT-i Hybrid (116) auto Excel	64.1	11.2	112	12	£30565
1.5 VVT-i Hybrid (116) at GR Sport	64.1	11.2	112	12	£31320
1.5 VVT-i Hyb (116) at AWD Excel	55.3	11.8	115	12	£32925

C-HR - 4362x1832mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	60.1	10.2	105	20	£31300
1.8 VVT-i Hybrid (140) auto Design	58.9	10.2	108	20	£34695
1.8 VVT-i Hybrid (140) auto Excel	57.7	10.2	110	22	£38160
2.0 VVT-i Hybrid (197) at GR Sport	57.7	8.1	110	27	£40655
2.0 VVT-i PHEV (223) auto Design	353.1	7.2	19	25	£39145
2.0 VVT-i PHEV (223) auto Excel	353.1	7.2	19	27	£42610
2.0 VVT-i PHEV (223) at GR Sport	353.1	7.2	19	26	£43540

bZ4X - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (201) auto Pure FWD	318	7.5	0	35	£42860
71.4kWh (201) auto Motion FWD	313	7.5	0	36	£45210
71.4kWh (215) auto Motion AWD	286	6.9	0	38	£47810

Vision: add £3600 to Motion

RAV4 - 4600x1855mm
Euro NCAP: ★★★★★ **Driver Power:** 31st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 VVT-i Hyb (218) at Design FWD	50.4	8.4	129	26	£39885
2.5 VVT-i Hyb (222) at Design AWD	48.7	8.1	131	28	£42270
2.5 VVT-i PHV (306) at Design AWD	282.4	6.0	22	36	£44175

Excel: add £2985 to Design (not PHEV) **GR Sport:** add £4545 to Hybrid Design AWD, add £4815 to PHEV Design

Land Cruiser - 4925x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) auto Invincible	26.4	10.9	276	48	£74995
2.8 D-4D (204) auto First Edition	26.4	10.9	276	49	£79995

Hilux - 5325x1855-1900mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) D Cab Invincible	33.2	10.1	223	45	£41960
2.8 D-4D (204) D Cab Invincible X	33.2	10.1	225	45	£46020
2.8 D-4D mHEV (204) at DC Invinc	30.0	10.7	259	45	£43127
2.8 D-4D mHEV (204) at DC Invinc X	30.0	10.7	259	45	£47542
2.8 D-4D (204) at D Cab GR Sport	30.0	10.7	N/A	45	£49750
2.8 D-4D (204) at Invincible X AT35	30.0	10.7	N/A	45	£73940

VAUXHALL

Dealers: 338 **Warranty:** 3 yrs/60000 mls

Corsa - 4055x1765mm
Euro NCAP: ★★★★ **Driver Power:** 43rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Yes	54.3	9.9	118	N/A	£18505
1.2 Turbo (100) Design	54.3	9.9	117	20	£20535
1.2 Turbo (100) GS	54.3	9.9	117	19	£22915
1.2 Turbo (100) auto Design	51.4	10.2	125	19	£22265
1.2 Hybrid (110) auto Design	61.4	10.7	102	19	£22900
1.2 Hybrid (110) auto GS	62.8	10.7	104	19	£25280
1.2 Hybrid (145) auto GS	60.1	8.6	106	25	£26250
1.2 Turbo (130) auto GS	49.6	8.7	127	23	£25615
50kWh (136) auto Yes	221	8.2	0	N/A	£26895
50kWh (136) auto Design	219	8.2	0	28	£29045
50kWh (136) auto GS	214	8.2	0	26	£31230
54kWh (156) auto Design	246	8.2	0	30	£30440
54kWh (156) auto GS	246	8.2	0	28	£32625

Ultimate: add £2780 to GS 1.2T (100)/Hybrid (136), add £2145 to 1.2T (130), add £1810 to GS electric

Astra - 4374x1860mm
Euro NCAP: ★★★★ **Driver Power:** 3rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (110) Design	51.4	10.5	123	16	£26970
1.2 Turbo (130) Design	51.4	9.7	123	17	£27570
1.2 Turbo (130) GS	51.4	9.7	124	19	£29865
1.2 Turbo (130) auto Design	50.4	9.7	127	18	£29070
1.2 Turbo (130) auto GS	50.4	9.7	127	20	£31415
1.2T Hybrid (145) auto Design	60.1	9.0	106	20	£30035
1.2T Hybrid (145) auto GS	60.1	9.0	109	20	£32330
1.6 PHEV (180) auto GS	256.0	9.3	24	24	£37935
1.6 PHEV (225) auto GSe	256.0	7.5	25	31	£41800
54kWh (156) auto Design	254	9.2	0	26	£34945
54kWh (156) auto GS	254	9.2	0	26	£37240

Sports Tourer estate: add £2200
Ultimate: add £3115 to GS 1.2T/ PHEV, add £2200 to GS 1.2T auto, add £3140 to GS Hybrid, add £2115 to GS Electric

Combo Life Electric - 4403-4753x1921mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Design	211	11.7	0	21	£32180
50kWh (136) auto Ultimate	210	11.7	0	22	£34695
50kWh (136) auto Design XL 7st	213	11.7	0	23	£33080
50kWh (136) auto Ultimate XL 7st	208	11.7	0	23	£35595

Vivaro Life Electric - 4956-5306x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (136) auto Combi	84	14.3	0	36	£37145
49kWh (136) auto XL Combi	84	14.3	0	36	£43725
75kWh (136) auto Combi	133	14.3	0	36	£43725
75kWh (136) auto XL Combi	133	14.3	0	36	£48795

Design: add £5605 to 75kWh Combi
Ultimate: add £5325 to Design

Mokka - 4151x1791mm
Euro NCAP: N/A **Driver Power:** 18th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (136) Design	49.5	8.9	129	22	£24705
1.2 Turbo (136) GS	49.5	8.9	129	21	£25905
1.2 Turbo (130) auto Design	45.5	8.9	139	22	£26305
1.2 Turbo (130) auto GS	46.3	8.9	138	21	£27505
1.2 Hybrid (145) auto Design	58.8	8.2	108	24	£27305
1.2 Hybrid (145) auto GS	57.6	8.2	110	23	£28505
54kWh (156) Design	249	9.0	0	24	£33245
54kWh (156) GS	250	9.0	0	23	£35905

Ultimate: add £2250 to GS 1.2, add £2275 to GS Hybrid, add £3000 to GS Electric

Frontera - 4385x1795mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto Design	53.3	11.0	119	17	£23495
1.2 Hybrid (100) auto GS	53.3	11.0	120	19	£25395
1.2 Hybrid (136) auto Design	53.3	9.0	119	22	£25005
1.2 Hybrid (136) auto GS	53.3	9.0	120	23	£26905
44kWh (113) auto Design	186	12.1	0	16	£23495
44kWh (113) auto GS	186	12.1	0	17	£25395

Seven seats: add £550 to 1.2 GS

Grandland - 4477x1856mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (145) auto Design	50.4	10.2	124	N/A	£34700
1.2 Hybrid (145) auto GS	51.4	10.2	124	N/A	£36650
1.2 Hybrid (145) auto Ultimate	51.4	10.2	124	N/A	£38400
73kWh (213) auto Design	318	9.0	0	35	£40995
73kWh (213) auto GS	323	9.0	0	36	£43145
73kWh (213) auto Ultimate	318	9.0	0	36	£45195

VOLKSWAGEN

Dealers: 223 **Warranty:** 3 yrs/60000 mls

Polo - 4074x1751mm
Euro NCAP: ★★★★★ **Driver Power:** 34th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (80) Life	52.7	15.6	122	1	£21210
1.0 TSI (95) Life	55.2	10.8	116	8	£22150
1.0 TSI (95) R-Line	55.1	10.8	117	11	£24550
1.0 TSI (95) auto Life	52.7	11.5	122	8	£23585
1.0 TSI (95) auto R-Line	52.3	11.5	123	11	£25985
1.0 TSI (115) auto R-Line	52.3	9.8	123	11	£27210
2.0 TSI (207) auto GTI	43.1	6.5	149	23	£30430

Match: add £690 to 1.0 TSI Life
Style: add £2400 to 1.0 TSI (95) Life

Golf - 4284x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	53.1	9.9	121	17	£27760
1.5 TSI (115) Match	51.9	9.9	124	17	£27935
1.5 eTSI (115) auto Style	53.4	9.9	120	18	£31010
1.5 TSI (150) Match	51.0	8.6	126	21	£29075
1.5 TSI (150) R-Line	50.7	8.6	127	21	£31100
1.5 eTSI (150) auto Match	53.1	8.4	121	22	£30665
1.5 eTSI (150) auto R-Line	52.6	8.4	122	22	£32690
1.5 TSI PHEV (204) auto Match	1000.4	7.2	6	26	£36140
1.5 TSI PHEV (272) auto GTE	795.6	6.6	8	30	£40330
2.0 TSI (265) auto GTI	39.6	5.9	162	31	£40025
2.0 TSI (300) auto GTI Clubsport	37.4	5.6	171	31	£42780
2.0 TSI (333) auto 4MOTION R	34.9	4.6	184	33	£44535
2.0 TDI (115) Match	63.5	10.2	115	19	£29730
2.0 TDI (150) auto R-Line	60.5	8.0	122	24	£34500

Style: add £1475 to Match (not 1.5 TSI 115, 2.0 TDI) **Black Edition:** add £1000 to R-Line **R Black Edition:** add £1250 to R

Golf Estate - 4633x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	52.5	10.2	123	17	£29195
1.5 eTSI (115) auto Life	53.9	10.3	119	17	£30785
1.5 TSI (150) Life	51.5	8.8	125	21	£30325
1.5 TSI (150) Style	50.2	8.8	128	22	£31995
1.5 eTSI (150) auto Life	53.7	8.6	120	22	£31915
1.5 eTSI (150) auto Style	52.3	8.6	123	23	£33585
2.0 TSI (333) auto 4MOTION R	34.6	4.8	185	33	£45970
2.0 TDI (115) Life	64.4	10.5	115	19	£30990
2.0 TDI (150) auto Style	59.5	8.4	124	24	£35390

R-Line: add £540 to Style

ID.3 - 4261x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Pure Essential	241	8.2	0	20	£30850
58kWh (204) auto Pro Essential	269	7.6	0	26	£35730
77kWh (204) auto Pro S Essential	346	8.2	0	30	£39220
79kWh (326) auto GTX Performance	369	5.7	0	34	£46315

Match: add £710-£1360 to Essential

Passat Estate - 4917x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto Life	51.8	9.2	124	25	£39610
1.5 eTSI (150) auto Elegance	51.5	9.2	125	26	£42705
1.5 eTSI (150) auto R-Line	50.0	9.2	129	26	£43955
2.0 TSI (204) auto R-Line	40.4	7.5	159	N/A	£47035
1.5 TSI PHEV (204) auto Life	755.1	8.1	9	30	£44335
1.5 TSI PHEV (204) auto Elegance	731.1	8.1	9	32	£47430
1.5 TSI PHEV (204) auto R-Line	727.6	8.1	9	32	£48680
1.5 TSI PHEV (272) auto Elegance	723.8	7.1	9	34	£50150
1.5 TSI PHEV (272) auto R-Line	694.6	7.1	9	34	£51200

ID.7 - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match	381	6.5	0	38	£51580
86kWh (286) auto Pro S Match	436	6.6	0	39	£55480
86kWh (340) auto 4MOTION GTX	365	5.4	0	41	£62010

ID.7 Tourer - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match	373	6.6	0	38	£52270
86kWh (286) auto Pro S Match	424	6.7	0	38	£56170
86kWh (340) auto 4MOTION GTX	358	5.5	0	41	£62700

Touran - 4527x1829mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) Match	44.4	8.9	145	18	£39960
1.5 TSI (150) auto Match	43.1	8.9	149	18	£41260
1.5 TSI (150) auto SEL	43.6	8.9	148	18	£40805

R-Line: add £1480 to SEL

ID.Buzz - 4962-4712x1985mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
79kWh (286) auto Life SWB	283	7.6	0	37	£59035
79kWh (286) auto Style SWB	277	7.6	0	40	£63835
79kWh (340) at 4MOTION GTX SWB	255	6.1	0	42	£67435
86kWh (286) auto Life LWB	293	7.9	0	37	£59545
86kWh (286) auto Style LWB	286	7.9	0	40	£64345
86kWh (340) at 4MOTION GTX LWB	282	6.4	0	42	£67945

Six seats: add £150 to SWB

Caddy - 4500-4853x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SWB	43.5	11.9	149	8	£28345
1.5 TSI (116) California SWB	42.2	11.9	153	8	£35683
1.5 TSI (116) auto Life SWB	42.2	11.9	153	10	£33897
1.5 TSI (116) auto California SWB	41.5	11.9	155	10	£37891
2.0 TDI (102) SWB	53.3	13.5	140	9	£30059
2.0 TDI (102) Life SWB	52.3	13.5	141	9	£32927
2.0 TDI (122) auto SWB	51.4	11.4	145	12	£33619
2.0 TDI (122) auto Life SWB	50.4	11.4	146	12	£36487
2.0 TDI (122) auto California Maxi	49.6	11.4	150	12	£42364

Maxi: add £1003-£1378 to SWB

Multivan - 4973-5173x1941mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TSI (204) auto Style	31.7	9.0	202	36	£63121
2.0 TSI (204) auto Style Long	31.7	9.0	203	37	£64561
2.0 TDI (150) auto Life	43.8	11.6	169	26	£48375
2.0 TDI (150) auto Style	43.5	11.6	171	30	£59650
2.0 TDI (150) auto Life Long	43.5	11.6	170	28	£49815
2.0 TDI (150) auto Style Long	42.8	11.6	172	28	£61090

Grand California - 5986-6836x2040mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (177) auto 600 3.5t	26.2	N/A	285	N/A	£82030
2.0 TDI (177) auto 600 3.88t	25.9	N/A	286	N/A	£82690
2.0 TDI (177) auto 680 3.88t	25.9	N/A	287	N/A	£84718

Taigo - 4266x1757mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	51.8	11.1	123	12	£24550
1.0 TSI (115) Life	53.4	9.9	120	14	£25385
1.0 TSI (115) Black Edition	51.3	9.9	126	14	£29770
1.0 TSI (115) auto Life	51.1	10.2	126	14	£26980
1.0 TSI (115) auto Style	50.4	10.2	128	14	£29920
1.0 TSI (115) auto R-Line	50.4	10.2	128	14	£30875
1.5 TSI (150) auto R-Line	48.6	8.2	132	22	£32370

Match: add £175 to Life
Black Edition: add £490 to R-Line

T-Cross - 4235x1782mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	50.2	11.3	127	9	£24895
1.0 TSI (115) Life	51.8	10.1	124	10	£25740
1.0 TSI (115) Style	50.8	10.1	127	10	£28550
1.0 TSI (115) R-Line	51.0	10.1	126	10	£28715
1.0 TSI (115) auto Life	49.7	10.3	130	10	£27350
1.0 TSI (115) auto Style	48.9	10.3	132	10	£30210
1.0 TSI (115) auto R-Line	49.1	10.3	131	10	£30370
1.5 TSI (150) auto Style	47.1	8.4	136	16	£31660
1.5 TSI (150) auto R-Line	47.2	8.4	136	16	£31825

Match: add £175 to Life
R-Line: add £935 to Style
Black Edition: add £500 to R-Line

T-Roc - 4236x1819mm
Euro NCAP: ★★★★★ **Driver Power:** 38th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Life	48.9	10.1	132	18	£29045
1.0 TSI (115) Style	48.8	10.1	132	18	£31320
1.5 TSI (150) Life	47.3	8.4	136	17	£30615
1.5 TSI (150) Style	47.4	8.4	136	17	£32890
1.5 TSI (150) auto Life	46.8	8.3	138	18	£32355
1.5 TSI (150) auto Style	46.8	8.3	137	18	£34630
2.0 TSI (190) auto 4MOTION R-Line	38.7	6.8	166	24	£40245
2.0 TSI (300) auto 4MOTION R	33.6	4.9	191	35	£43740
2.0 TDI (150) auto R-Line	56.4	8.8	131	19	£39175

Match: add £175 to Life **R-Line:** add £1615 to Style (not 1.0 TSI 115)
Black Edition: add £1000 to R-Line 1.5 TSI 150 **R Black Edition:** add £1250 to R

T-Roc Cabriolet - 4271x1811mm
Euro NCAP: ★★★★★ **Driver Power:** 38th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Style	46.4	11.3	138	14	£35405
1.5 TSI (150) Style	45.1	10.0	142	19	£36920
1.5 TSI (150) R-Line	45.5	10.0	141	19	£39540
1.5 TSI (150) auto Style	44.9	9.4	143	20	£38620
1.5 TSI (150) auto R-Line	45.2	9.4	142	20	£41240

ID.4 - 4584x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Match Pure	221	9.0	0	23	£39580
77kWh (286) auto Match Pro	339	6.7	0	33	£44390
77kWh (286) at 4MOTION Match Pro	325	6.6	0	39	£46110
77kWh (340) auto 4MOTION GTX Ed	319	5.4	0	39	£52235

ID.5 - 4599x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Match Pure	226	8.9	0	25	£41080
77kWh (286) auto Match Pro	344	6.7	0	35	£45890
77kWh (340) auto 4MOTION GTX Ed	327	5.4	0	41	£53735

Tiguan - 4539x1842mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (130) auto Tiguan	46.3	10.6	139	18	£35105
1.5 TSI (130) auto Life	45.7	10.6	141	18	£36950
1.5 TSI (150) auto Life	45.3	9.1	142	21	£37750
1.5 TSI (150) auto Elegance	45.3	9.1	142	22	£40320
1.5 TSI (150) auto R-Line	43.7	9.1	147	22	£40725
1.5 TSI PHEV (204) auto Life	707.0	8.2	9	27	£42555
1.5 TSI PHEV (204) auto Elegance	714.5	8.2	9	28	£45125
1.5 TSI PHEV (204) auto R-Line	646.5	8.2	10	28	£45530
1.5 TSI PHEV (272) auto R-Line	672.8	7.2	11	31	£48250
2.0 TSI (204) auto 4MOTION R-Line	36.4	7.1	176	29	£45605
2.0 TSI (265) auto 4MOTION R-Line	33.2	5.9	193	32	£48570
2.0 TDI (150) auto Life	52.2	9.4	142	22	£38950
2.0 TDI (150) auto Elegance	52.1	9.4	142	23	£41520
2.0 TDI (150) auto R-Line	51.1	9.4	145	23	£41925

Match: add £175 to Life

Tayron - 4792x1853mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto Life	44.1	9.4	146	25	£39850
1.5 TSI (150) auto Elegance	44.1	9.4	146	25	£42420
1.5 TSI (150) auto R-Line	42.9	9.4	150	25	£42825
1.5 TSI PHEV (204) auto Life	696.0	8.6	9	30	£43905
1.5 TSI PHEV (204) auto Elegance	698.7	8.6	9	30	£46475
1.5 TSI PHEV (204) auto R-Line	614.4	8.6	10	30	£46880
1.5 TSI PHEV (272) auto R-Line	625.9	7.3	10	33	£49600

Match: add £500 to Life PHEV
R-Line Edition: add £500 to R-Line PHEV

Touareg - 4902x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 TSI PHV (381) auto 4MT Eleg	113.1	5.9	57	47	£71280
3.0 V6 TSI PHV (462) auto 4MOT R	115.4	5.2	56	49	£82840
3.0 V6 TDI (286) auto 4MOT Black Ed	34.4	6.4	215	45	£72875

Amarok - 5390x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (170) 4MOTION Life	33.6	11.6	221	N/A	£42114
2.0 TDI (205) auto 4MOTION Life	32.5	10.5	227	N/A	£43722
2.0 TDI (205) auto 4MOTION Style	32.1	10.5	230	N/A	£52560
3.0 V6 TDI (240) auto 4MOT Style	28.0	9.0	264	N/A	£55650
3.0 V6 TDI (240) at 4MOT Panam	28.0	9.0	265	N/A	£58434
3.0 V6 TDI (240) at 4MT Aventura	28.0	9.0	265	N/A	£59418

VOLVO

Dealers: 117 **Warranty:** 3 yrs/60000 mls

V60 - 4778-4784x1916mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B4 (197) auto Plus	44.8	7.2	143	31	£43370
2.0 B4 (197) auto Ultra	44.8	7.2	144	31	£48070
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	17	42	£50935
2.0 T8 PHEV (455) auto Ultra AWD	352.6	4.4	18	42	£57635

V90 - 4945-4959x1895-1929mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	18	42	£62280
2.0 T8 PHEV (455) auto Ultra AWD	313.4	4.5	20	42	£70780

EX30 - 4233x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (272) at Single Motor Core	209	5.4	0	35	£32850
51kWh (272) at Single Motor Plus	209	5.4	0	36	£35150
69kWh (272) at Ext'd Range Core	296	5.1	0	37	£37050
69kWh (272) at Ext'd Range Plus	296	5.1	0	38	£39850
69kWh (272) at Ext'd Range Ultra	295	5.1	0	38	£43350
69kWh (428) at Twin Motor Plus	280	3.4	0	40	£42350
69kWh (428) at Twin Motor Ultra	279	3.4	0	41	£45850

EC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Plus	300	6.9	0	34	£52555
78kWh (252) at Ext'd Range Plus	346	6.9	0	35	£54305
78kWh (252) at Ext'd Range Ultra	341	6.9	0	37	£58355
82kWh (408) at Twin Motor Plus	340	4.5	0	40	£57805
82kWh (408) at Twin Motor Ultra	336	4.5	0	41	£61855
82kWh (442) at Twin Perf Plus Black	337	4.4	0	41	£59555
82kWh (442) at Twin Perf Ultra Blk	336	4.4	0	41	£63105

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

EX40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Core	296	6.9	0	35	£45955
69kWh (238) at Single Motor Plus	294	6.9	0	35	£52555
78kWh (252) at Ext'd Range Core	343	6.9	0	36	£47705
78kWh (252) at Ext'd Range Plus	341	4.6	0	42	£54305
78kWh (252) at Ext'd Range Ultra	332	4.6	0	42	£58355
82kWh (408) at Twin Motor Plus	332	4.6	0	42	£57805
82kWh (408) at Twin Motor Ultra	323	4.6	0	42	£61855
82kWh (442) at Twin Perf Plus Black	326	4.4	0	41	£59555
82kWh (442) at Twin Perf Ultra Blk	324	4.4	0	41	£63105

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

XC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** 37th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 B3 (163) auto Core	42.7	8.3	150	23	£36310
1.5 B3 (163) auto Plus	42.7	8.3	149	24	£39810
1.5 B3 (163) auto Ultra	42.7	8.3	153	25	£45220
2.0 B4 (197) auto Plus	42.7	7.3	149	26	£40960
2.0 B4 (197) auto Ultra	42.7	7.3	153	27	£45220

Black Edition: add £910 to B3 Plus, add £1160 to B4 Plus, add £250 to Ultra

XC60 - 4708x1999mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	35.7	6.5	175	34	£47615
2.0 B5 (250) auto Plus AWD	35.7	6.5	176	34	£52340
2.0 B5 (250) auto Ultra AWD	35.7	6.5	179	34	£61620
2.0 T6 PHEV (350) auto Core AWD	282.1	5.4	24	22	£56030
2.0 T6 PHEV (350) auto Plus AWD	282.1	5.4	23	22	£60055
2.0 T8 PHEV (455) auto Ultra AWD	282.1	4.6	24	41	£68385

Black Edition: add £1750 to B5/T6 Plus, add £1000 to B5/T8 Ultra

XC90 - 4953x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	32.8	7.3	193	37	£63790
2.0 B5 (250) auto Plus AWD	32.8	7.3	196	38	£68790
2.0 B6 (250) auto Ultra AWD	32.8	7.3	200	39	£75290
2.0 T8 PHEV (455) auto Core AWD	235.1	5.1	30	42	£72650
2.0 T8 PHEV (455) auto Plus AWD	235.1	5.1	31	42	£77650
2.0 T8 PHEV (455) auto Ultra AWD	235.1	5.1	32	43	£84150

EX90 - 5037x2039mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
111kWh (408) auto Twin AWD	364	5.7	0	50	£96255
111kWh (517) at Twin Perf AWD	360	4.7	0	50	£100555

XPENG

Dealers: 20 **Warranty:** TBC

G6 - 4753x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
66kWh (258) auto Standard Range	270	6.6	0	N/A	£39990
88kWh (285) auto Long Range	354	6.2	0	N/A	£44990

ONLINE VALUATION TOOL

Head over to our valuation tool to check prices on a specific model.

"THE SALES FIGURES FOR JANUARY TO JUNE REVEAL BUYING TRENDS THAT INDICATE THE NEW DIRECTION OF TRAVEL AMONG PAYING CUSTOMERS IN THE UK"

IF you're after an accurate insight into the winners and losers doing battle in Britain's new-car showrooms in 2025, look no further than the industry figures covering the period from 1 January to 30 June. They've just been released and, to my mind, reveal crucially important buying trends that indicate the new direction of travel among paying customers in the UK. Like never before, buyers appear to be deserting some traditional brands and countries, and gravitating towards alternative car makers and vehicle-producing nations.

Italy is one victim of the shift. Fiat, Abarth and Maserati sales are, respectively, down 24, 55 and 38 per cent so far in 2025. True, Alfa Romeo is up 50 per cent, but this is from a very low base. Brits are still buying an average of just seven Alfas a day.

As for French brands, Citroen is down 41 per cent, DS 64. Peugeot is doing much better, with a 40 per cent rise, Renault is up 16 and Alpine has jumped 49. Sales for South Korea's Genesis, Hyundai and Kia are rising. But for most Japanese firms, they're sliding. Only two of its small brands – Lexus (up nine) and Mazda (up 34) – have improved.

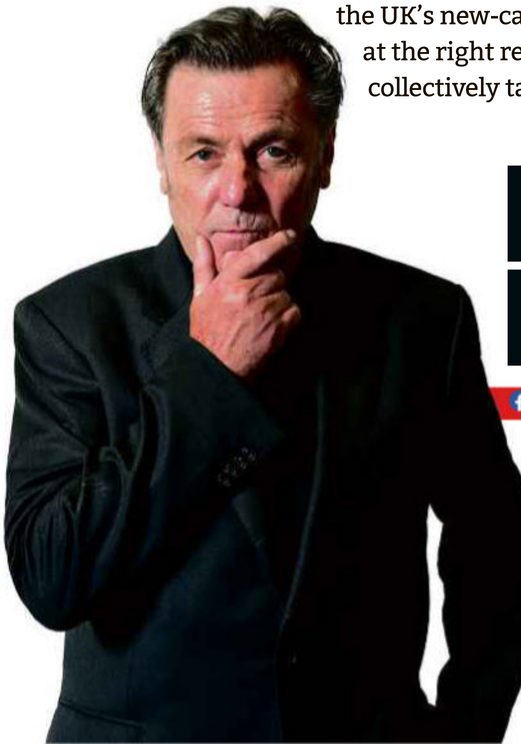
Of the Germans, Audi is down 18 per cent, BMW six and Mercedes seven. But Volkswagen is up 13 and Porsche has improved by five, thereby overtaking volume brands Citroen, Fiat and Suzuki, with Honda and SEAT likely to be passed in the coming months.

More importantly as far as Britain and its workers are concerned, the rise and rise of Porsche and its 9,531 sales in the first six months of 2025 compares with just 1,725 for arch-rival Jaguar (down 84 per cent), which hasn't sold a single new car for months. Ineos is down 10, while Land Rover and MINI are up seven and two respectively. Low-volume Bentley (up 12) is now the fastest-growing (in percentage terms) British car firm.

But the most significant performers in the UK from January to June have been China and its car makers. Dramatic examples include BYD, whose sales are 568 per cent higher than this time last year, thereby enabling it to overtake countless firms from Britain, mainland Europe, South Korea, North America and Japan (Mazda included).

Sales for Jaecoo and Omoda have skyrocketed in 2025 from zero to several thousand each. Also just starting from scratch are Leapmotor and XPeng, who are both already selling hundreds of new models, with sales of thousands, then tens of thousands, planned. Skywell has just landed here, too. And in recent days there's been official confirmation that the Geely and Chery brands are also en route to Blighty.

The next logical step is for China to take over as the nation that tops the UK's new-car sales chart. With its resources and vehicles at the right retail prices, it's not a case of if Chinese cars collectively take over as the best sellers in Britain. It's when.



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